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CRUISES OF THE U. S. S. OREGON

Commander GEORGE W. WILLIAMS, U. S. Navy
Commanding

WITH THE

NAVAL MILITIA OF THE
STATE OF CALIFORNIA



JULY 16-29, AUGUST 6-19

1916



WASHINGTON
GOVERNMENT PRINTING OFFICE
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FOREWORD.

DIVISION OF NAVAL MILITIA AFFAIRS,
Washington, D. C., October 2, 1916.

The cruises of the U. S. S. *Oregon*, Commander George W. Williams, United States Navy, commanding, Lieut. W. A. Smead, United States Navy, executive officer, with the Naval Militia, State of California, was of such pronounced success, both from the viewpoint of the Naval Militia, California, and the Division of Naval Militia Affairs, that it is considered desirable to publish to the Naval Militia the detailed reports of the cruises. The organization, methods, and details of these cruises may well be used as a guide for future cruises of naval vessels having on board naval militiamen for training.

Attention is invited to the records of both battalions in coaling the *Oregon*. In time of war refueling expeditiously is of the utmost importance.

Particular attention is invited to the reports of boards convened to report upon, comment on, and to make suggestions concerning the training of naval militiamen aboard the *Oregon*.

T. P. MAGRUDER,
Captain, U. S. N., Chief of Division.

D. of D.
OCT 16 1916

CRUISES OF THE U. S. S. "OREGON."

REPORT OF COMMANDING OFFICER.

U. S. S. "OREGON,"
San Pedro, Cal., August 19, 1916.

From: Commanding officer, U. S. S. *Oregon*.

To: Navy Department (Division of Naval Militia Affairs).

Subject: *Oregon*, cruise, First and Second Battalions, Naval Militia, California.

1. Two cruises were made. They will be referred to in this report as "cruise one" and "cruise two."

2. On cruise one there were on board California State divisions Nos. 1, 2, and Engineers' division, from San Francisco; California State division No. 4, from Santa Cruz; and California State division No. 5, from Eureka.

On cruise two there were on board California State divisions Nos. 7, 8, and 9, from Los Angeles; California State division No. 3, from San Diego; and California State division No. 6, from Santa Barbara; and Marine Corps division, from Los Angeles.

3. Five officers and 32 men of the First Battalion who made cruise one made cruise two by special permission of the department. Four men of the First Battalion who made cruise one made cruise two without pay, having neglected to take the necessary steps to secure authority in time from the department. One officer of the First Battalion who made cruise one made cruise two, but the commanding officer not having received authority to pay him for cruise two, the matter was referred to the department.

4. ITINERARY. CRUISE 1, FIRST BATTALION, NAVAL MILITIA, CALIFORNIA.

Date.	Arrival and departure.	Distance.	Average speed.
1916.		<i>Knots.</i>	<i>Knots.</i>
July 16.....	San Francisco, Cal.....	1,350	11
July 22.....	Sitka, Alaska.....		
July 23.....	do.....	1,300	12
July 28.....	Tiburon, Cal.....		
July 29.....	do.....	8	9
Do.....	San Francisco, Cal.....		
Total.....		2,658	

CRUISE 2, SECOND BATTALION, NAVAL MILITIA, CALIFORNIA.

1916.			
Aug. 6.....	San Pedro, Cal.....	1,100	11.8
Aug. 10.....	Port Angeles, Wash.....		
Aug. 11.....	do.....	75	12.0
Do.....	Seattle, Wash.....		
Aug. 13.....	do.....	830	11.5
Aug. 16.....	Tiburon, Cal.....		
Aug. 17.....	do.....	365	9.5
Aug. 19.....	San Pedro, Cal.....		
Total.....		2,370	

Complement Naval Militia: First battalion, 26 officers, 217 men; second battalion, 21 officers, 288 men.

5. On both cruises every officer and every chief petty officer was furnished, before 7 o'clock a. m., with a detailed program for the day's work. The drills and exercises were executed as planned.

Extracts from ship's bill were furnished each officer and chief petty officer.

Blue prints to assist officers to readily grasp details of coaling and other bills were furnished each officer.

The navigator of the first battalion made out and had printed navigation forms to assist officers studying navigation. (The printing was paid for by the officers using them.) As these forms were hurriedly printed, some errors were made, but they were found to be extremely useful.

All of the above programs, bills, blue prints, and navigation forms were printed and punched in such form that they could be easily inserted in loose-leaf binders which were on sale in the ship's canteen, making it possible for each officer at the end of the cruise to take home with him a complete record of the work done on the cruise, including navigation work, for future reference and for armory work. Prompt distribution to each officer and chief petty officer was made possible by the hearty cooperation of the Naval Militia officers, who sent aboard ship from the armories neostyles and material for operating them.

6. The ship having been on duty in San Francisco, the first battalion (except the Eureka division) had already been billeted, and all that was necessary was to billet the Eureka division. Details as to embarkation were arranged by memoranda and consultation between the ship's officers and the Naval Militia officers. The arrangements for the second battalion were made by letter, which embodies the instructions issued to the first battalion, with such additions as experience showed to be necessary. In future cruises the following additional preparations should be made:

(a) On vessels where there is a deficiency of hammock billets, cots should be provided.

(b) Printed navigation forms should be provided.

(c) Adequate mess attendants for officers should be provided.

(Reference Order No. one, cruise two, inclosure A.)

7. *Drills.*—The drills laid down in departmental instructions relative to Naval Militia cruises, paragraph 9, (a) to (i), were all carried out, except man overboard and boat drill for cruise one, these having previously been done on monthly cruises. Daily schedule of drills are shown. The number of drills were as follows:

	Cruise 1.	Cruise 2.
(a) General quarters.....	3	2
(b) Battery drill.....	5	5
(c) Handling and treatment of wounded.....	3	3
(d) Fire.....	4	4
(e) Collision.....	4	4
(f) Abandon ship.....	1	1
(g) Man overboard.....		1
(h) Boats under sail and oars.....		1

8. *Instruction*.—Instructions in the subjects enumerated in departmental instructions, paragraph 10, (*j*) to (*v*), were given as per schedule.

Naval customs were the subject matter of general orders and lectures, and were explained verbally to officers and men when violations were observed.

Routine, duties of lookout, steering, and deck seamanship were of course matters of constant attention. The care of clothing and person was emphasized as shown in general orders. Practical work in handling ground tackle was done in mooring at Sitka, San Francisco, and San Pedro, in anchoring at Port Angeles and Tiburon, in securing to buoy at Seattle, and at getting underway from these places.

9. As regards uniform the officers were very good, the men not up to Navy standard. The improvement in care of clothing was, however, marked. A tendency on the part of officers to wear nonregulation shirts and of the men to eliminate the militia marks was corrected. The subject of uniform was considered by boards and recommendations submitted.

10. During the cruise all enlisted men of the Naval Militia, except 60 of the Second Battalion, were examined physically by the medical officer of the *Oregon*. Time did not permit the examination of the whole of the Second Battalion, but the large number examined will indicate the general physical condition of the organization. The individual medical record cards for the First Battalion are forwarded herewith. Those of the Second Battalion will be forwarded as soon as copies can be made. The medical officer reports that generally the militiaman is inferior physically to the Regular. This of course was to be expected, but brings up the serious thought that some form of physical training in civil life or universal military service will be necessary to prevent deterioration of the race during coming generations.

11. The requirements of departmental instructions, paragraph 13, were carried out.

Referring to paragraph 14, departmental instructions, (*a*) and (*b*), were complied with.

12. Referring to paragraph 14, departmental instructions, during cruise one, Lieut. McMillan, Naval Militia California, who for years has conducted a navigation school in San Francisco and whose commendable efforts to instruct the Naval Militia officers have shown very beneficial results, conducted the entire navigation instruction for cruise one. His report is appended.

During cruise two instruction was given by the commanding officer and the executive officer. The navigational instruction for cruise one was much superior to that of cruise two, and the officers were much further advanced. It was necessary in the case of a number of the officers to explain the very rudiments of geometry. Lieuts. (Junior Grade) Adams and Taylor, Naval Militia California, and Ensign Haver, Naval Militia California, all of whom were college graduates, and the first of whom had had considerable yachting experience, rendered valuable assistance in the work of instructing their less-advanced shipmates.

13. During the cruises I convened boards to consider various matters of concern in connection with the equipment and training of the Naval Militia. These were as follows:

(a) Board to determine and report upon necessary equipment to be carried by Naval Militia officers. The recommendations of this board are approved.

(b) Board to determine necessary equipment to be carried by enlisted men of Naval Militia. The recommendations of this board are approved.

(c) Board to suggest improvements in the present system of Naval Militia accounting. Comments on this report entered on the report.

(d) Boards to comment and report on the present system of training Naval Militia. Comments on the report of this board are entered on the report.

14. There were certain departures from the itinerary. On cruise one, the Eureka division did not report on board ship until 10.30 p. m., July 15, so that sailing was deferred until next morning. This delay coupled with that produced by a moderate head sea resulted in the *Oregon* being unable to reach Port Angeles before the time of sailing of the *New Orleans* and *Marblehead*; course was therefore shaped for Sitka from the mouth of the Columbia River. On the return trip from Sitka speed was so increased as to arrive at Tiburon on July 28. The ship was rigged for coaling and 890 tons of coal taken in by noon. On cruise two, by increasing speed on the north-bound trip, one day was gained on the schedule, and on the way south a stop was made at Tiburon, the ship arriving there at 1 p. m., August 16, and sailing August 17 at 2.30 p. m. From 5 a. m., August 17, to 10 a. m., 800 tons of coal were taken in. This coaling was done in pursuance of the policy of amalgamation, as a demonstration to the Naval Militia that they as part of the ship's company had duties of maintenance and provision and for the benefit of the regular crew, whose conduct and spirit through the cruise were such as to deserve my warmest commendation.

15. The experience in rigging ship, the demonstration of the effect of teamwork, and the physical exercise were also considered of great value.

16. It is recommended that time be set aside in the schedule as laid down by the department for coaling and for taking the necessary stores for the cruise on board and for ship's work. I am glad to report to the department that the Naval Militia left the *Oregon* clean and full of coal, and in better condition generally than she was when the militiamen came on board. The result of this condition is that in the future as long as the present crew of the *Oregon* are on board they will welcome the militiamen as men who were generally useful on the cruise and who made lighter their work and helped them to keep the *Oregon* in good condition.

17. A general muster was held on both cruises. These general musters were generally successful, affording the commanding officer an opportunity to see Naval Militia officers handle their divisions and to see each individual militiaman. It greatly assisted the supply officer in checking names and rates of militiamen for his pay rolls. The general muster was each time carried out.

18. On arrival at the lightship (San Francisco) on cruise one, the ship was turned over to the Naval Militia officers and men who navigated her to Tiburon and brought her to anchor off the coaling station. This was very successfully done. Similar action was not

taken on cruise two, because of lack of experience of the officers in handling large ships.

19. The record cards of each individual give in detail the fitness of the members of the militia. The first battalion showed evidence of a greater amount of training. The Santa Cruz division was probably the best trained and equipped of all.

20. The work of the marines on board was excellent. It was greatly handicapped by the fact that there were no regular marine guard attached to the ship to give them instruction. It is recommended that on future militia cruises where Naval Militia marines form a part of the ship's complement, a gunnery sergeant be detailed by the department for their instruction. Marines on duty naturally did not realize the great power conferred on them, but in this respect showed manifest improvement as the cruise progressed. In appearance they were the most promising looking division that came aboard. Physically they were not above the average.

21. *Discipline.*—One petty officer and three men were reported to the commanding officer of the California Naval Militia for serious offenses against discipline, were brought to trial by summary court-martial, and sentenced to be discharged without honor. One petty officer and five men were recommended as unfit for further training. Two men failed to return at Seattle.

22. *Athletics and crew's entertainment.*—On cruise one it was attempted to have moving-picture shows on board at sea. The entertainment officer rented films and a moving-picture machine before leaving San Francisco, but the shows, owing to lack of deck space under cover and to adverse weather conditions, were not particularly successful. The men, after the day's work, were tired. Night drills were frequently held, and the crew had not been long enough away from port to appreciate the shows under such favorable conditions—so that on cruise two it was decided not to attempt to have them.

The entertainment officer on cruise two attempted to create interest in an "amateur night" entertainment, but for the reasons enumerated in the above paragraph these entertainments were not very successful.

Side curtains were rigged on the quarterdeck, and the seine was rigged overhead so that indoor baseball could be played. On cruise one only officers played, but this form of exercise proved so popular among the officers that it was incorporated into an hourly drill for the men, and regular periods were assigned to each division. This proved to be most popular and the time used in this manner was considered by the commanding officer to be well spent.

23. To make a complete comprehensive report showing the efficiency and progress of the Naval Militia of California, it is necessary to consider the record from the time the *Oregon* was detailed for the training of the militia and to recount the steps taken. The new form of contract differed so essentially from the outright loan plan that some little time was necessary for the militiamen to accustom themselves to, in fact to realize, the new conditions. The very clear interpretation of the contract issued by the department did much to clear up uncertainties, and the frank explanations of the policy as he saw it, of the department, by my predecessor, Commander Reeves, led to a gradual decrease of the opposition to the acceptance of the conditions which at first was apparent. The

policy, as interpreted by both my predecessor and myself, was to weld as closely as possible into one organization the regular nucleus crew of the *Oregon* and the First Battalion of the California Naval Militia. To this end officers and men of that battalion were given fighting stations on the ship, and the instruction given aimed at perfecting them in those fighting stations. With small knowledge of the characteristics of the individuals these assignments can not be considered as the best, nor could it be considered a certainty that the men could be depended on to report on board ship. To gain a more intimate knowledge of the individual as regards his physical and mental capacity and his zeal, the system of individual record cards was inaugurated. The service record cards showing the attendance and fitness for further training, supplemented by the medical record cards, will place the Federal authorities in a position to decide as to whether the individual officer or man of the militia is worthy of the expenditure of time and labor necessary for making him a man-of-war's man. The keeping of these records has entailed a great deal of work, but the importance of having such a record is thought to justify it. Being short-handed in officers, most of the labor of recording has been necessarily turned over to enlisted men. The men have done well, but the value of the records would be much enhanced and completeness more nearly reached did the *Oregon's* complement include four junior lieutenants and one more chief yeoman. The object and method of keeping these cards were explained to the officers of the California Naval Militia, and a frank declaration was made that the commanding officer was prepared after a reasonable time to submit to the department a report as to whether the California Naval Militia had shown, as a whole, the necessary zeal and ability to justify a continuance of the efforts of the Navy to bring that organization to a state of fighting efficiency. The attendance at drills prior to the cruise is as follows:

March 5: Paired off with regular crew and were shown about the ship. 69 men.

March 9: Instructions in stations for all general drills. 85 men.

March 16: Stationed officers and men at stations for day and night general quarters. 37 men.

March 25-26: Under way from Santa Cruz. Officers' instruction in navigation. All hands aft for publication of orders. Deck divisions' boats under oars, seamanship, fire and collision, and general quarters. Engineer's division routine duties below. 75 men.

April 5: General quarters, and exercised at dotter 3-inch. Engineer's force duties below. 44 men.

April 29-30: Under way for Santa Cruz. Individual instruction for battle stations and other various duties. Engineers for instruction below. 50 men.

May 4: General quarters. Weekly drill. 56 men.

May 11: Turret drills, marlinspike, seamanship, naval defense mines. Engineer's force duties below. 80 men.

May 18: Seamanship, loading 8-inch turrets, naval defense mines. Engineer's force duties below. 65 men.

May 28: Under way for lightship. All divisions fire and collision, man overboard, and abandon ship. (*Oregon's* crew bag inspection to instruct militia in the proper handling of uniforms.) Engineer's force duties below. 38 men.

May 30: Decoration Day ceremonies, under way for lightship. 126 men.

June 1: 13-inch turret drill, marlinspike, seamanship, naval defense mines. Engineer's force duties below. 71 men.

June 2-16: 13 men and 2 officers made trip to Portland.

June 22: 8-inch turret drills, marlinspike, seamanship, and engineer's force duties below. 117 men.

June 27-July 6: Ship at the navy yard.

July 16: Annual cruise to Sitka, Alaska. First Battalion.

August 5: Annual cruise to Puget Sound. Second Battalion.

An average of 20 officers attended each weekly drill.

24. On the showing to date including the cruise, I am of the opinion that the training of the California Naval Militia should continue along the lines adopted. The officers and men as a whole have shown an eagerness to learn, a quickness of comprehension, cheerful, subordination, and a willingness to work. Their ultimate value as a reserve depends upon their constancy in these attributes. The individual record cards will give us this information and also indicate in what capacity the individual will be most useful.

25. To realize fully on the investment of money and labor expended in training the militia of California, it is necessary to determine its mission and decide on measures to fit it to perform that mission. The situation in California is as follows:

Eureka, 1 deck division; Santa Cruz, 1 deck division; San Francisco, 2 deck divisions, 1 engineers division; Santa Barbara, 1 deck division; Los Angeles, 3 deck divisions, 1 engineers section, 1 marine section; San Diego, 1 deck division. A total of 9 deck divisions, $1\frac{1}{2}$ engineers divisions, and one-half company of marines. Recruited to full strength this would give 1,050 bluejackets and 50 marines. It is doubtful, however, if the full number would be available. The total number taking this cruise this year was 47 officers and 505 men. I am advised, however, that the Los Angeles contingent can be increased provided the State will allow. The location of the Eureka division is such as to render its constant systematic training in large ships extremely difficult and expensive. It has been proposed to muster out this division, but the material is very good and the men are generally good water men. The Santa Barbara division is also handicapped by location. Santa Cruz is near enough to headquarters in San Francisco to participate in the monthly week-end cruises, while San Diego could receive training on the ships which frequent that port. The largest contingent—that of Los Angeles—has only the *Farragut*.

26. It is recommended that the Eureka and Santa Barbara divisions be furnished with the necessary equipment and trained as coast patrol, mining and mine sweeping divisions, and San Francisco and Santa Cruz divisions and the Los Angeles and San Diego divisions be used to augment the nucleus crews of one or two ships as their numbers render possible, and that the ship or ships which they are to man be selected now and restricted to the duty of training the officers and men of these divisions. By this method when the militia is called into active war service the ship concerned will be recruited to war strength with recruits not only familiar with the ship, but actually trained in a fighting station on board. At the present strength only one ship could be manned by the enumerated divisions.

If the *Oregon* is not to be used in war then a ship which is to be used should be substituted. As long as there is but one large ship detailed for duty with the California Militia she should divide her time between the north and south. Weather conditions will do much to reduce attendance at San Francisco from December 1 to April 1, and that would be the best time for the ship to train the southern divisions.

27. Forwarded with this report is a copy of notes by militia officers.

GEO. W. WILLIAMS.

MEMORANDUM.

Shore leave for officers and liberty for the crew of the *Oregon* will expire at 9 a. m., to-morrow, Saturday.

The Naval Militia will come aboard at 10 a. m., at which time the following procedure will be followed:—

When boats containing militiamen are approaching the ship, officers call and assembly will be sounded. The deck divisions of the *Oregon* in charge of their division officers will fall in at the places designated below:—

First division, starboard side forecastle.

Second division, port side superstructure.

Third division, starboard side superstructure.

Fourth division, port side of main deck.

Fifth division, starboard side of main deck.

Sixth division, port side of forecastle.

The quarterdeck will therefore be left clear of men of the ship's company, except for the four leading men to be detailed by the division officer of each deck division of the *Oregon*, who will be on the quarterdeck ready to pilot naval militiamen to their respective stations in the deck divisions to which assigned.

The executive officer will have the deck. Chief Quartermaster Kulle will look out for the starboard side of the quarterdeck, and Lieut. Willey, N. M. C., will look out for the port side of the quarterdeck, under direction of the executive officer.

As naval militiamen come on board each one will retain his bag and hammock and other gear and will not let this get adrift.

As soon as militiamen are on board they will be formed by their divisional officers alphabetically. Those men whose names begin with "a" falling in forward on each side of the deck, those of the last letters of the alphabet falling in well aft.

The executive officer's yeoman on the port side, and the captain's yeoman on the starboard side will, from previously prepared lists, muster the men to go in the first deck division of the *Oregon*. They will turn the men so mustered over to one of the men so detailed of the first division on the quarterdeck. This procedure will be done in succession with the divisions of the Naval Militia as they arrive on board.

Division officers will take care to have, between 10 a. m. and noon, at all times, at least two representatives on the quarterdeck ready to take men to their divisions.

When the naval militiamen have been turned over to the representative of the deck division of the *Oregon* to which they belong, they will take their bags and hammocks and proceed to the above-mentioned stations, where the deck division has previously mustered, and from there they will be sent to stow their bags and hammocks by competent persons under direction of the division officer.

Upon reporting to divisions, militiamen will turn over valuables, such as jewelry, kodaks, etc., to a representative of the chief master-at-arms, for safe-keeping, until they have found stowage for all their gear. The chief master-at-arms will have a representative with duplicate shipping tags, with each deck division, prepared to carry out this feature of this order.

As soon as the bags and hammocks have been stowed in their proper places, naval militiamen will be again taken to their place of muster with the deck division of the *Oregon*.

Officers of the Naval Militia as they come aboard will, immediately after arranging their men alphabetically on the quarterdeck, turn them over to the executive officer, proceed to the state room assigned them, locate this, and see personal effects stowed, then proceed to deck division assigned them, and remain with the deck division until the retreat is sounded.

As soon as militiamen have stowed their effects and have returned to their respective deck divisions, division officers will assign messman as designated by list from the executive officers's office. If all Naval Militia divisions are on board ship by 11.30 a. m., division officers will appoint temporarily messman for the noonday meal.

The crew of the *Oregon* will go to breakfast at 7.30 a. m. and to dinner at 1 p. m. Messman will be turned over by division officers to the representative of the chief master-at-arms with each division for receiving valuables as soon as their bags and hammocks have been stowed.

Division officers will be furnished with billet stations for the men expected to arrive on board and will serve these out to the men as they report.

A working party of all mess attendants attached to the ship, except pantry boys, will be on the quarterdeck prepared to handle officer's baggage as soon as it comes aboard. The treasurer of the wardroom mess will have the mess attendants on deck and will look out for the officer's staterooms.

BAG, HAMMOCK, MESSING, AND BERTHING ARRANGEMENTS.

Division officers will see that all men of their divisions stow hammocks in nettings assigned them, and in no other. This likewise applies to bag stowage. Hammocks at present in nettings other than their own, and bags on racks other than their own, will be taken charge of by the chief master-at-arms and stowed in the lucky bag.

Men will berth only on billet hooks assigned them or as designated in this order.

BAG STOWAGE.

First division, berth deck forward, port side.

Second division, berth deck forward, port side, abaft first division.

Third division, berth deck forward, starboard side.

Fourth division, berth deck forward, starboard side, abaft third division.

Fifth division, port side, forward turret barbette.

Sixth division, starboard side, forward turret barbette, inboard and outboard.

Marines, berth deck, outboard of both brigs.

HAMMOCK STOWAGE.

First division, starboard side superstructure deck, forward.

Second division, port side superstructure deck, forward.

Third division, starboard side superstructure deck, aft.

Fourth division, port side superstructure deck, aft.

Fifth division, compartment A-101, berth deck forward (old barber shop).

Sixth division, port side main deck and band room.

Marines, same as fifth division.

Division officers will detail two men from their divisions, one being from the regular crew of the *Oregon* and one from the Naval Militia, to act as hammock stowers. A list of these details will be made and posted near hammock nettings and a copy furnished the executive office. Hammock stowers will serve out and stow hammocks, particular attention being paid to see that each man gets his own hammock. They will also require men to have hammocks neatly and tightly lashed before stowing them. Any man found sleeping in a hammock other than his own will be severely dealt with.

MESSING ARRANGEMENTS.

Men of the *Oregon* and Naval Militia will mess on the same tables, by divisions, as follows:

First division, first six tables, main deck, starboard side, forward.

Second division, forward six tables, main deck, port side.

Third division, after six tables, main deck, starboard side.

Fourth division, after six tables, main deck, port side.

Fifth division, after four tables, on berth deck, forward, port side, and chief petty officer's table, amidships on berth deck.

Sixth division, berth deck, forward, starboard side.

Marines, berth deck, forward, port side, first three tables.

BERTHING OF DIVISIONS.

- Starboard watch, first division, starboard main deck forward to amidships.
- Starboard watch, third division, starboard main deck, from amidships to after bulkhead.
- Starboard watch, second division, port main deck forward to amidships.
- Starboard watch, fourth division, port main deck amidships to after bulkhead.
- Port watch, first division, berth deck aft of engineer's to ice machine, both sides.
- Port watch, third division, berth deck amidships over chief petty officer's tables.
- Port watch, second division, amidships, main deck.
- Port watch, fourth division, superstructure deck and after orlop deck under officer's quarters.
- Fifth division, artificers, in carpenter shop.
- Fifth division, yeoman and hospital apparatus, after 13-inch orlop.
- Fifth division, electricians, radio and general, port side forward 13-inch orlop deck.
- Quartermasters, starboard side forward 13-inch orlop deck.
- Marines, central station post, on port orlop-deck passage.
- Marines, other than above, after orlop deck.

MESSING OF CHIEF PETTY OFFICERS.

- Chief petty officers will mess in the warrant officer's mess room.
- The barber shop will be moved to passages forward of officers' mess rooms.
- The above divisions refer to ship's divisions and are not to be confused with State militia divisions.
- The chief master-at-arms will see that men of the *Oregon* and naval militiamen are distributed equally among tables.

Respectfully,

W. A. SMEAD,
Lieutenant, United States Navy, Executive Officer.

U. S. S. "OREGON,"
Passage Sitka, Alaska, to San Francisco, Cal., July 24, 1916.

ORDER :

Beginning to-morrow, July 25, 1916, the medical officer and his assistants will start an examination of all naval militiamen to determine their fitness for naval service.

The standard will be the physical requirements for enlisting in the Regular Navy.

An individual record of each man will be kept by the medical officers for future reference.

After the medical officer, with what rapidity he and his assistants can make the above examination, he will go direct to the division officers for the men to be examined when he wishes them.

On the individual record cards of the men a notation will be made showing that the man has been before the doctor for physical examination.

GEO. W. WILLIAMS,
Commander, United States Navy, Commanding.

U. S. S. "OREGON,"
Passage Sitka, Alaska, to San Francisco, Cal., July 24, 1916.

ORDER :

After the *Oregon* has passed the lightship on her way to San Francisco Bay and to her anchorage off California City naval coal depot on July 28, 1916, the ship will be navigated and handled by the officers of the Naval Militia of California under the supervision of the commanding officer of the *Oregon* on deck and the engineer officer of the *Oregon* below.

Each Naval Militia officer should look up his duties as shown by the ship's watch-quarter-and-station bill, and the United States Navy Regulations and Naval Instructions, 1913, so that the ship will be properly handled without assistance or suggestions being necessary.

GEO. W. WILLIAMS,
Commander United States Navy, Commanding.

U. S. S. "OREGON,"

*Passage Sitka, Alaska, to San Francisco, Cal., July 27, 1916.*From: Commanding officer, U. S. S. *Oregon*,

To: Inspector-instructor, Naval Militia of California, Second Battalion.

(Copies) for Capt. Geo. W. Bauer, Naval Militia of California; Lieut. Commander Alonzo H. Woodbine, Naval Militia of California; and commanding officers Third, Sixth, Seventh, Eighth, Ninth, and Tenth divisions.

Subject: U. S. S. *Oregon*—Summer cruise—1916. Second Battalion Naval Militia, California.

1. This letter is being written on board ship before the arrival of the *Oregon* in San Francisco, so that information can be quickly conveyed to those concerned, and that if possible the suggestions mentioned can be carried out by the various company commanders and by verbal or telegraphic instructions from Capt. Bauer and Lieut. Commander Woodbine.

2. In order that the enlisted men of the Naval Militia may fulfill the requirements aboard ship as regards keeping themselves and their clothing clean, and keeping in the prescribed uniform, the following suggestions are made as a result of the experience on the cruise with the First Battalion, Naval Militia of California.

Buckets.—For every four men one galvanized-iron bucket should be provided for scrubbing clothes and paintwork. If possible these buckets should be of a different type than the regulations Navy bucket so that there will not be difficulty in distinguishing them from those of the regular ship's company when militiamen disembark at the end of the cruise.

Soap.—Every militiaman should have two bars of ivory or naphtha soap.

Clothing.—Every militiaman should have at least four suits of underwear, two suits of blue, three suits of white, two white hats, two pairs of black lace shoes, towels, and toilet articles. Every man of the engineer's force should have at least two suits of dungarees. For the purpose of night watches there should be at least 1 suit of overcoat for every 10 men, to be served out by a man on duty for that purpose, when a man goes on watch and to be turned in by that man at the end of the watch.

Health records.—The health record of every naval militiaman should be on board.

Officers.—Officers should have at least six plain white shirts and six plain white standing collars. An improvised officers' laundry on board the *Oregon* will be able to do a limited amount of laundry work during the cruise.

Napkin rings.—It is suggested that officers take their own napkin rings for the cruise.

Embarkation.—Men should be landed in San Pedro ready to embark promptly. If permitted to loiter about the city before embarking they are likely to get liquor, lose equipment, etc. Neither men nor officers will be permitted to take liquor aboard ship. The commanding officer will decline to take anyone aboard ship who is under the influence of intoxicating liquor.

2. It is clearly understood by the commanding officer of the *Oregon* that it is most difficult to tell until the last moment whether men and officers can make the cruise or not. He does not expect the preliminary information regarding their doing so to be absolutely accurate. For this reason he desires to have a complete list of all men of each organization, whether they think they will be able to cruise or not. They can then be regularly billeted and if they do not come their billets will be vacant for this particular time, but at any time in the future they may come aboard they will be properly billeted. It is, however, imperative that officers submit, as soon as they arrive on board with their organizations, a complete and accurate list of the men they have aboard, correct as to full name, and rating of each man.

3. Militiamen may come aboard at any time after daylight August 5. In order to get shaken down and properly billeted with the least confusion, it is desirable to have as many militiamen as possible come aboard before dark. When divisions come aboard they will be held at quarters in charge of their division officers of the Naval Militia until thoroughly instructed in their stations and duties aboard the *Oregon*, and until a thorough muster has been made to insure correct list of men before the ship gets under way.

Marking of clothes and bedding.—A typewritten list of all men of the militia organization by divisions, going on the cruise or not, should be readily available by division officers. These lists should show exactly how the hammock, bag, and clothing of each man of the Naval Militia is marked, so that when his clothing is found adrift about the ship the owner will be readily found.

Navigation school for officers.—It would be a great help in conducting the ship's work if extra mimeographs, mimeograph paper, and wax sheets, or their equivalent, be brought aboard from division headquarters. This will permit, while on the cruise, of the dissemination of much valuable information in form for putting in loose-leaf books, so that the officers may take them home after the cruise and retain them for future reference. This particularly applies to navigation work and to general organization and details of general drills of the *Oregon*. All of the above-mentioned orders will be mimeographed on board in form to be placed in I. P. ring binder No. 701, manufactured by Irving Pitt Manufacturing Co., Kansas City, Mo. Eight of these loose-leaf binders are now on board for sale in the ship's canteen at a cost of \$1.50. It is suggested that all officers provide themselves with them and at least 25 blank fillers on which to make notes during lectures and at times during which verbal instructions are being given.

4. Lieut. Commander Woodbine, Naval Militia, California, will be furnished with the latest approved navigation forms, made out in proper size for fillers for the above-mentioned loose-leaf books, and he will be requested to endeavor to have a sufficient quantity of these forms printed before August 5, so that the officers in working out navigation on the cruise may be saved time in making out the forms for each individual sight and that he may retain them in his book for future reference.

5. If at any of the division headquarters there are good navigational instruments, such as sextants, parallel rulers, binoculars, etc., they should be brought aboard, as the supply of the *Oregon* is limited.

6. Officers should take aboard their own paper, pencils, and scratch pads.

7. *Bringing valuables aboard.*—Valuables, such as watches and large amounts of money, should not be taken aboard on the cruise. Gold watches and kodaks that are taken aboard should be turned over to the chief master-at-arms of the *Oregon* by the owner as soon as he arrives on the quarter-deck. The chief master-at-arms will keep these for him until he has gotten his other effects straightened out and is ready to care for them.

Bluejackets' Manuals and textbooks.—Bluejackets' Manuals should be brought aboard for the use of the men and officers; also textbooks. The Bluejackets' Manuals should be put in charge of one man, to serve them out when needed and to account for them at all times.

8. It is urged that all available typewriters at division headquarters be brought on board the *Oregon* with the division, to be used to perform Naval Militia work.

9. *Amusements.*—If there is a band connected with the organization from southern California, it is thought that their presence on board for the cruise would materially add to the contentment and enjoyment of all hands.

The First Battalion has had a moving-picture machine on board. The deck space available for moving-picture shows at sea is very limited. Owing to this fact and to the fact that both the machine and the films procured in San Francisco were defective, moving pictures aboard have not been particularly successful. Moving-picture machines and films may be brought aboard at discretion of Lieut. Commander Woodbine.

There is no phonograph nor piano in the wardroom of the *Oregon*. If the Naval Militia officers desire to put either of these articles on board for the temporary amusement of the officers during the cruise, the commanding officer has no objections to their doing so.

10. The *Oregon* will leave San Francisco at noon, August 2, 1916. She will arrive at San Pedro at 8 a. m. August 4.

11. A portable parallel bar or punching bag for the men would undoubtedly be appreciated by them.

GEO. W. WILLIAMS.

CRUISE—SECOND BATTALION, NAVAL MILITIA OF CALIFORNIA—ASSIGNMENT OF STATEROOMS AND SLEEPING QUARTERS FOR OFFICERS—RULES GOVERNING MEMBERS OF THE WARDROOM AND WARRANT OFFICER'S MESSES.

No. 1. }
Order }

U. S. S. "OREGON."

San Pedro, Cal., August 5, 1916.

A diagram of staterooms and sleeping quarters assigned is posted on the wardroom bulletin board.

Each officer's name is indicated over the door of the room he is to occupy.

On the diagram will be found a list of officers for whom staterooms are not available. They are assigned on the diagram to cots in the wardroom or in the cabin. On the same diagram they are assigned to staterooms for the stowing of clothing and for changing clothing, shaving, etc. Officers assigned to these staterooms, for sleeping, are directed to share space for stowing of clothing with the officers designated to sleep on cots as indicated by diagram.

As the number of servants is small, unnecessary work must not be required of them. Complaints against servants will be made to mess treasurers, and the officers will not themselves undertake to discipline them. Asst. Surg. Harrison is treasurer of the wardroom mess and Chief Machinist Smith is treasurer for the warrant officer's mess.

Officers will appear in mess room in uniform.

Nonwatch standers will be clear of bathrooms between 8.15 a.m. and morning quarters—reason, unless they have access to the bathroom, watch standers will be unable to comply with mess rules regarding time limit for serving meals and clearing mess tables.

Breakfast will not be served after 8.30 a.m.

Breakfast tables will be cleared at 8.45 a. m. In this connection officers are directed not to order servants to serve meals that will conflict with above rules.

Breakfast will not be served in rooms.

Mess treasurers will report violations to the executive officer.

There will be no smoking in the wardroom before 8.30 a. m.

Officers will not smoke on the starboard side of the quarterdeck in port.

Officers will not smoke on the bridge between sunrise and sunset.

Fresh water aboard ship is scarce. It is suggested that officers conserve it by confining their bathing to shower baths, and by turning off water when soaping down, not allowing water to run unnecessarily.

On an approved request, through Lieut. Commander Woodbine, Naval Militia California, officers assigned to sleep on cots may sleep on settees in mess rooms and larger staterooms.

The ceremonial nature of the starboard side of the quarterdeck in port must be scrupulously observed. This means that loafing of officers or enlisted men and the handling of stores and skylarking will not be tolerated. The officer of the deck and his assistants are responsible to the commanding officer to see that above orders concerning the quarterdeck are observed by everyone aboard, and officers not on duty violating these orders are distinctly discourteous to the officer of the deck to say the least. The quarterdeck extends from the bulkhead forward of the after 13-inch turrets to the stern of the ship.

BOAT ETIQUETTE.

Smoking in the ships boats is not permitted except by the authority of the senior line officer in the boat in each specific instance. Seniors leave the boat first, juniors standing at attention while they are doing so. Juniors enter boat first, standing at attention afterward until seniors are seated in boat.

The regulations regarding the saluting of the deck on arrival and departure of officers and men must be rigidly observed; they must not smoke when coming or going over the side.

All of the above naval customs were violated during the last cruise with the naval militia and they will be violated this time unless the officers of the deck and officers not on duty read this order carefully and exercise care afterwards in obeying it.

GEO. W. WILLIAMS,
Commander, United States Navy, Commanding.

NOTICE TO BE PUBLISHED AT QUARTERS FOR GETTING UNDER WAY AT 6 A. M.

[Except for section of engineer's force sleeping in. These men will be instructed by the engineer officer in the features of this order at the first convenient time during the day.]

U. S. S. "OREGON,"
San Pedro, Cal., August 6, 1916.

1. Buckets for the use of the militiamen of the first, second, third, fourth, and fifth divisions will be served out by Master-at-Arms (Second Class) Stelling, Naval Militia California, between 6 a. m. and 7 a. m. and between 4 p. m. and 5 p. m.

2. The fresh-water spigot on the starboard side of the galley will be open from 6.45 a. m. until 7.30 a. m., at which time men may draw fresh water.

3. Men sleeping in will, until further orders, be called at 6.45 a. m. instead of 7 a. m., this to allow messmen more time on lower deck to set their messes.

4. When mess gear is sounded by bugle, all men will be clear of the decks where tables are set so as not to interfere with the messmen. There will be no rushing or grabbing of food when the crew is piped to meals.

5. When hammocks are sounded at night all men will fall in in two ranks abreast of their respective hammock nettings, facing aft, and will remain so until the boatswain's mate of the watch pipes down, when hammocks will be taken from nettings and swung. Mates of the deck and junior officers of the deck will see that order is maintained on the lower decks at this time and that all men not on watch stand by their hammock nettings. All men must be very careful to use their own hammocks. Any man found using the hammock of another man will be severely dealt with. Hammocks must be tightly and neatly lashed. If they are not, there will not be sufficient room in the nettings to hold them.

6. At 9.30 this morning "Hammocks" will be sounded and all men will stand by the hammock nettings as above outlined. At "Pipe down" all naval militiamen will fall in with their respective *Oregon* divisions for hammock inspection. Hammocks will be inspected only for being properly lashed. Hammocks that are not properly lashed will be relashed at once. When all hammocks are properly lashed they will be restowed in the nettings. Men of the *Oregon* will not remove their hammocks from the nettings, but will all assist naval militiamen in lashing their hammocks properly.

7. Between 1.30 p. m. and 2.45 p. m. division officers and heads of departments will publish an order on customs of the service, which will be furnished them before 1.30 p. m.

8. There will be no navigation school for officers to-day, and all Naval Militia officers will utilize their spare time in familiarizing themselves with their respective duties as outlined by the Navy Regulations. Militiamen will be instructed to devote their spare time to studying the nomenclature of the ship, the names of different compartments, etc.

Respectfully,

W. A. SMEAD,

Lieutenant, United States Navy, Executive Officer.

NAVAL CUSTOMS.

ORDER }
No. 2. }

U. S. S. "OREGON,"

Passage, San Francisco, Cal., to Seattle, Wash., August 6, 1913.

This order will be published to the combined *Oregon* and Naval Militia crew by division officers, at quarters, 1.30 p. m. to-day.

All men should have a military hair cut. This means that the hair should be clipped on the neck. The neck should not be shaved round, and the hair should be left only long enough on top for a parting. There is a good ship's barber on board who cuts hair every day, except Friday. The naval militiamen of California when in Seattle will come in contact with the naval militiamen of the State of Washington. It should be a matter of pride with them to present a clean, neat appearance, that will be an honor to the divisions of which they are members.

Men will not sit on ladders or block the passages in the vicinity of ladders. The reason for this is self-evident.

Enlisted men will stand at attention when officers are passing. An exception to this rule will be made in case of men sitting on benches on the bridge on duty. They will rise and salute only on the passing of the commanding officer of the ship. The men must understand that it is no particular pleasure to the officer to be saluted, but that these salutes are required by the Navy Regulations and are in fact merely forms of politeness aboard ship, such as on shore, one man speaks to another on passing.

Men must keep themselves and their clothing clean aboard ship. If they do not know how to scrub their clothing they must learn. To this end certain portions of the drill period of each day will be devoted to the instruction of enlisted men in scrubbing clothes, and during this drill instruction they will be required to scrub at least one piece of their own clothing. If any man has no dirty clothing he will be required to scrub, during the above mentioned

drill period, one piece of dirty clothing from the lucky bag or as designated by his division officer or boatswain's mate. The men will readily understand that when living in the restricted space allowed to each man aboard ship, his personal habits and cleanliness vitally affect his shipmates so that if he does not take enough interest in himself to keep clean, his shipmates have a right to demand that he keep clean and observe the sanitary precautions necessary to health, on account of the general health of the rest of the ship's company.

The section leaders of the *Oregon* divisions will keep during this cruise an individual record of the performance of every enlisted man of the Naval Militia. On this record will be shown all of the watches he stands, all of the instruction he receives, and his manner of performing all duty and drills. It will also be shown on this record all infractions against regulations and discipline that the man has committed. Also, whether in the opinion of the senior United States naval officer or petty officer of the *Oregon*, of the division to which the man is attached, he is fitted for further training aboard ship. If he is not so reported, the commanding officer of the Naval Militia of California, that this man be not sent aboard ship again for further training. It will be readily seen that it is clearly up to the naval militiaman himself as to whether he makes good aboard ship. The officers and men of the *Oregon* have neither the time nor inclination to attempt to force the naval militiamen to attend to their duty or to obey regulations. The attitude of the regular crew of the *Oregon* is one of desiring greatly to assist the naval militiamen to understand the best practices of the service and to do their duty in accordance with the Navy Regulations. Those naval militiamen who do this and make an honest effort, the officers and men of the *Oregon* know from past experience, will make most satisfactory progress during the cruise, and they will have the personal satisfaction of knowing that at the end of the cruise an accurate and careful record of their work will be aboard the ship for future reference. They should frequently consult their section leaders who are keeping these cards to see that they are given credit for everything that they have done.

All naval militiamen are particularly enjoined to look out for their gear, bags, hammocks, and personal effects. When they leave them lying about the ship they are very likely to become lost or mislaid, and they are taking up space to which all of the crew is entitled.

Smoking is not permitted below the main deck. The reason for this is that fires may be started in the vicinity of magazines where large quantities of powder are stowed, therefore endangering the lives of everyone on board and making possible the destruction of millions of dollars worth of Government property.

All men must remember that the ship for the next two weeks will be their home. That we must all use every endeavor to keep her as clean as we would our homes on shore. To this end, magazines, newspapers, matches, etc., should not be thrown about the decks, but should be taken to slop chutes on the main deck and thrown overboard there. Men must not spit on the decks, as they are frequently used for sleeping spaces later in the day.

The above suggestions and instructions on naval customs are the result of hundreds of years of experience among seafaring men, and although in themselves the individual requirements may appear small and unimportant to the naval militiamen, they are vital to the efficiency and smooth running of a properly regulated man-of-war. The cheerful, prompt obedience of the above orders will insure a successful cruise, and the commanding officer feels certain that everyone on board will cooperate in endeavoring to obey them.

Respectfully,

GEO. W. WILLIAMS.
Commander, United States Navy, Commanding.

MEMORANDUM FOR NAVAL MILITIA OFFICERS.

There are in the canteen about 10 loose-leaf notebooks. These may be purchased by the Naval Militia officers for \$1.40. All orders, station bills, copies of professional lectures, etc., for this cruise will be printed in such form that they can be readily put in these notebooks. When officers leave the ship at the end of the cruise they may take these books with them for future study and reference.

From Lieut. Willey, Naval Militia Corps, and Lieut. Smead, United States Navy, officers may obtain a limited number of navigational forms which are also designed to fit the notebooks above referred to. Navigation school for line officers will be held daily as follows: 1.30 p. m.—Lieut. Smead, United States Navy, instructor. Place of instruction, wardroom. Dead reckoning, time sights of sun, meridian altitudes, navigational definitions, finding of compass error. Officers will be in the messroom promptly at 1.30 p. m., provided with pencils and necessary material for going to work at once.

Respectfully,

W. A. SMEAD,
Lieutenant, United States Navy, Executive Officer.

NAVAL CUSTOMS.

The following violations of what is considered the best practice in the Navy and of Navy Regulations were observed while this vessel was at anchor in Sitka, and on the cruise from San Francisco to Sitka:

Orders in the executive officer's morning order book were frequently ignored by the officer of the deck. It was necessary to insert one order in the book on three successive mornings before it was finally done. Other important orders, such as calling the executive officer in time for him to be up on the bridge when entering port, and calling the officer of the deck for the forenoon watch in time so that he could get his breakfast conveniently, were not carried out. The execution of the morning orders are solely up to the officer of the deck, for while he can not personally see that many of them are executed he is expected to inquire whether or not the work is being proceeded with, and when he can not trust those people to whom he delegates this work to do what he tells them he must be diligent in finding out whether they have done so or not. He has a junior officer of the deck, a first lieutenant, a boatswain, and an entire ship's company, any or all of whom he may call on if necessary to execute orders received from the commanding officer or the executive.

In Sitka three officers were seen to leave the ship to go on shore leave without saluting the deck. Proper procedure in leaving the ship and in coming aboard is distinctly laid down in the Navy Regulations and involves the officers when leaving, first saluting the officer of the deck and stating that he has permission to go ashore, and, second, as he goes over the side, facing aft, and distinctly saluting the colors. When coming aboard the order of procedure is inverted.

Smoking in a boat is not authorized except by special permission of the senior line officer in the boat on each separate and distinct occasion. The junior officer enters the boat first, the senior last, and by the same token the officer of the deck should see that enlisted men and junior officers are in the boat before he reports it ready to the commanding officer. Seniors leave the boat first, juniors standing at attention in the boat until the senior has gotten out. Officers were observed to be loafing and smoking on the starboard side of the quarter-deck, an unmilitary procedure and sufficient cause on a well-regulated ship for placing the officer of the deck under suspension. The officer of the deck being a representative of the commanding officer as regards running the deck has only himself to blame when criticized because other people take advantage.

In spite of advice in a previous order to find out how to march a division on the quarter-deck properly, division officers, with one or two exceptions, did not do well at general muster. In marching on the quarter-deck divisions should be closed up well after arriving on the quarter-deck, and before being halted and faced should be made to mark time while the rear files close up. It is also important for the division officer to know whether he should give the order "right face" or "left face," and then to give the proper one.

One senior officer of the deck permitted a junior officer of the deck to relieve him at the end of his watch while he left his proper relief serenely turned in below, not having called him at all.

Practically every boat that left the ship had from one to six fenders hanging over the side. This also is a reflection on the alertness of the officer of the deck.

An officer having a night watch Saturday night was not called for his watch, the watch being turned over to the junior officer of the deck.

When officers leave the ship they should obtain permission to do so from the executive officer before they shift into civilian clothing.

When officers return to the ship they should shift into uniform and then report their return to the executive officer.

When boats are returning to the ship it is customary for the officer of the deck to tell the coxswain of the boat what ladder to come to, particularly when he has towing boats. When the officer of the deck is too busy to do this he should tell the quartermaster to properly instruct the boats at the time the quartermaster reports to him that the boat is returning to the ship.

W. A. SMEAD,
Lieutenant, United States Navy, Executive Officer.

LECTURE TO ENLISTED MEN OF U. S. S. "OREGON" BY CHIEF MASTER-AT-ARMS.

I want to talk to you about your home, or rather your home aboard ship for the next two weeks. Your duties in your home—what is done there to help you, and how your food is prepared and how and what your housekeeper does for your health and cleanliness.

We will start at the beginning of the day—at reveille—or "All hands." Now remember that when you hear the bugle call don't consider it as music or a noise, but remember it is an order or a command which you are to obey—the same as an order issued by word of mouth. When the first note of the bugle sounds start getting out of your hammock, and do not wait for the master-at-arms, boatswain's mate, or some other petty officer to come and shake you out of your hammock and make you get up. The regulation time allowed apprentices on training cruises in the Navy was seven minutes from the first note of the bugle until his hammock was in the nettings, and they only had a few months more training than some of you. We allow you 15 minutes, and then we must keep hurrying you along. Immediately after your hammock is stowed morning coffee is served. Now, when you fill your cup with coffee be careful and don't spill any on the deck. There is sugar in the coffee which makes it sticky, which holds dirt, and the deck becomes dirty. When through with cup put it back in the cup rack. Don't leave it wherever you are through with it, as your messman will have to go around and gather them up. He has other work to do.

When "Turn to" goes, go quickly to your part of the ship. Do your work quickly and thoroughly and then your time is your own to wash clothes, or bathe, or have your morning smoke.

At 6 bells men having night watches are called. We call you at 6.45 on account of getting you out of the way so that your messman may get the tables down and set them for your breakfast. When mess gear sounds it does not mean for you to come to the tables. It means for you to clear the deck and for the messmen to draw their food for their messes.

Now, when the master-at-arms or boatswain's mate in charge of the deck clears the deck it is to keep you out of the way so that the messmen can have room to work, and when you leave the deck don't congregate in passageways or around the top of the ladders. You only delay some one else that may be on duty or wishes to pass through. Don't lean on the white bulkheads. Some one has to scrub the paintwork, and it may be one of you on your way back. When you are piped to mess don't rush; take your time; there is plenty for all. Be careful and don't spill liquids on table or deck. Don't drop food of any kind that may be stepped on. Your mess cook or some one else must scrub the table and deck, and don't forget it may be you the next day. Don't growl or find fault with your messman; he has troubles of his own. If he is a long time away to the galley and don't come back with as much food as you think he ought to, remember he had to stand in line and take what the ship's cook will give him. Besides, he is busy working while you are playing cards or smoking during the mess hour. He cleans his mess tables, washes his gear, cleans decks, scrubs paintwork, peels vegetables for the coming meal, goes to his drills the same as you. At retreat from drill he must hustle and get the gear for the noon meal—and it is the same thing over and over again. So don't cuss and "crab" at your messman, as your turn will soon come.

Now, while we are on the subject of cleanliness, we will go into the details of keeping a ship clean. We will start with the canteen store. When you get candy or other goods in paper and boxes don't leave a trail from the canteen to where you finish the package, but keep the paper in your hands, throw it in slop chute or out of port or over the side; if you must throw it on deck, throw

it out in the open and not under lockers and bag stays. Your cigarettes—when rolling one be careful and don't spill any. It looks bad on a clean deck. Your match—don't throw it in a corner, and when finished with the cigarette don't throw the butt in a corner. You would not do these things in your own home, on shore, so don't do it here, as this is your home. You eat, sleep, and live here, and as we have no chairs you sit upon the deck; if the deck is dirty, it rubs off on your clothes; as soon as your clothing gets dirty your body is dirty, and it comes back to you. All the dirt you make in time comes back to you one way or another—either in labor of scrubbing clothes or in scrubbing paintwork in various parts of the ship.

Now, we will take the scuttle butt where the drinking water is found. Don't wash your teeth there or throw anything underneath. If you chew tobacco, one or two steps farther away and it may be thrown over the side or in the heads. One man may wash his teeth or wrinse out his mouth and not make a mess, but there are 500 men on the ship; imagine what it would be if each one do the same as some that we have had to stop.

In the heads, for instance, how many of you ever thought about sticking the paper in the trough that you use in putting around the seat? Ten seconds longer and it would not be on the deck, where it sticks to shoes and is carried all through the ship. It is these little things that go toward making your home clean, and if the ship is clean you will be all the better satisfied.

Now, one word more about cleanliness. Your clothing; you who wear whites change every day. If you do that, it will take you 10 or 15 minutes to scrub a suit. Every day longer you wear them it takes that much longer to wash them. Scrub your hat each day, underwear every two days, blue clothes twice a week. Your health demands this, that you wash and bathe regularly.

About smoking—do not smoke on inclosed decks after hammocks are swung. There may be some one trying to sleep. The smoke settles up close to the deck, and when you turn in beside those who are there must breathe that smoke and foul air. Do not smoke on berth deck; nor any decks lower than the berth deck. One thing—ventilation is bad, and storerooms and magazines are there and the danger of fire is great.

In regard to master-at-arms, don't get the idea that he is a policeman the same as the one ashore. He is not. It is his duty to prevent you from committing offenses or breaches of ship orders and routine as it is to report you for doing them. Don't think that a master-at-arms is a Sherlock Holmes and can find money, watches, cameras, and clothing that you are unable to describe yourselves. If you have valuables, turn them in. Your watch—keep the number of case and works; also mark your camera. All cameras are more or less standard makes, and unless you have some secret mark or know the number you are unable to lay claim to the camera.

Now, another thing that you may think strange that there is nothing stolen or lost aboard large ships, but while the article is seen in another's possession by some one in the crew or some one sees some one near where things are lost. No matter at what hour of the night you wander around the ship some one else sees you, and if any of you see these lost articles or clothing in possession of some one else and does not report it you are shielding a thief. We do not want a thief on our ship. If he takes something from some one else, he will take something of ours if he gets a chance.

A few words on what we expect of you. That you will earnestly take hold and master as much of our drills as you possibly can in the short time you are aboard. For upon you men of the Naval Militia depend not only our lives, but yours. We regular men are not enough to man the ship properly, so we depend on you to help. Some of you have responsible positions in the vital parts of the ship, and if you should fail or become confused our lives will be the answer. Don't think that your position is too low and would be of little use. If each coal passer only gets a bucket of coal, he is doing his bit. But if he should fail and another should fail it would mean the loss of coal, making a loss of steam and a reduction of speed. So you see how the little things become important.

I hope what I have told you will bear weight with you, and remember that the little things are what bring the results. We believe that your desire on a whole is to prepare and educate yourselves in this world, and I am sure you will find each man and officer of the ship ready and willing to assist you any way they can, because they realize that it is through your help in time of action that they can be able to get results when the time comes, and as a last word remember that bugle calls are the same and mean the same as a command, and answer them promptly.

OFFICERS—NAVIGATION INSTRUCTION.

U. S. S. "OREGON,"

Passage San Pedro, Cal., to Port Angeles, Wash., August 6, 1916.

Navigational instruction will be held for officers as follows:

4 a. m. to 8 a. m.—Instructor, commanding officer. Place of instruction, forward bridge. Subjects, practical handling, reading, and adjustment of sextant; practical method of taking sights of heavenly bodies; bearing of objects on shore and other coasting navigation; theory and application of Sumner lines; explanation of definitions.

Officers actually on watch will not receive this instruction, but will attend strictly to their deck duties. Other officers desiring instruction in the above subjects may go on the bridge during the morning watch and apply to the commanding officer for the instruction desired.

1.15 p. m. to 2.45 p. m.—Instructor, Lieut. W. A. Smead, United States Navy. Place of instruction, wardroom. Subjects, dead reckoning, definitions, time sight of sun, meridian altitudes, days work, method of finding deviations of the compass.

All line officers of the Naval Militia will be required to be present at this instruction. They will be in the wardroom at 1.30 p. m., supplied with notebooks, pencils, etc., prepared to go to work at that time.

8.50 p. m. to 9.30 p. m.—Instructor, Lieut. (Junior Grade) Adams, Naval Militia of California. Place of instruction, after cabin. Subjects, method of using nautical almanac, azimuth tables, and Wier's azimuth diagram.

Lieut. Adams will be in the after cabin during the above instruction period prepared to instruct any officer desiring special instruction in the subjects mentioned.

Instructor, Lieut. (Junior Grade) Taylor, Naval Militia of California. Place of instruction, forward cabin. Subjects, Logarithms, theory of; picking out from tables logarithms and angles.

Ensign Haver, Naval Militia of California, is designated as the relief or the assistant of Lieut. (Junior Grade) Adams or Taylor. He will be prepared to relieve them during the instruction period or to assist them.

The general plan for navigational instruction will be as follows:

During the first week on the trip to Seattle special attention will be devoted to coasting navigation and in preparation for working astronomical navigation on the return trip south.

Second week, or during the return trip south, all officers studying navigation will be required to hand in the following work each day: Dead reckoning from 8 a. m. until noon, course and distance made good for previous 24 hours, one observation of the sun or a star for longitude, one latitude observation.

It will be seen from the above arrangement for any officer having trouble with any feature of his day's work may go during the instruction periods designated to the various instructors for help so that ordinarily there shall be no excuse for not handling in the day's work required.

This work will be handed in at 8 a. m., daily, to the commanding officer's office. The captain's yeoman will submit to the commanding officer at 9 a. m., daily, a list of officers who have handed in their work.

Instructors will keep a record on cards furnished for this purpose of all navigational instruction given to the line officers of the Naval Militia. The officers themselves will keep a record of the instruction received and at the end of the cruise they will submit this record to the executive officer for their individual record card.

In connection with the individual record card of officers, they are hereby directed to keep a daily record of all watches stood, instruction received, and of everything learned on this cruise. These records will be submitted at the end of the cruise to the executive officer of the *Oregon* for incorporation in the individual record of officers.

The commanding officer is required by the Navy Department to report on the fitness of all Naval Militia officers. He is extremely desirous of making a favorable report and he assumes that all officers will make every effort to make it possible for him to do so.

GEO. W. WILLIAMS,

Commander, United States Navy, Commanding U. S. S. Oregon.

ORDER No. 3.

U. S. S. "OREGON," August 7, 1916.

Ensign Haver is hereby relieved of duty as junior officer of the deck and is designated as third assistant navigator. The assistant navigators will stand watch in three, between 4 a. m. and 8 p. m., one assistant navigator being on the bridge at all times. The senior assistant navigator will take the deck during morning quarters, the second and third assistant navigators relieving the junior officers of the deck during this period.

The attention of all officers is invited to the fact that the after chart house is to be used for purposes of navigation only, and that officers are not allowed in the after chart house unless sent for by the commanding officer or unless doing work on the navigation chart in use by the commanding officer, by his orders. The chart should at all times be kept clear, so that the commanding officer can get to it without having to ask other officers to allow him to do so. The forward chart house is assigned for the use of Naval Militia officers doing navigation work and the officer of the deck for writing his log, for the quartermasters to write up the columns of the log, and for the assistant navigators for working out sights, etc. The small desk in the forward chart house will be reserved for the use of the assistant navigator on duty. The sextants and other material now stowed on this desk can be kept on shelves or in drawers in the forward chart house.

The officer of the deck must not write up his log during the watch, but will keep a small notebook in his pocket for the purpose of making notes for his log. The log will be written up before the officer of the deck leaves the bridge (after being relieved) from data in his rough notebook and from data in the quartermaster's notebook.

A second chart will be kept in the forward chart house by the chief quartermaster. This chart will be for the use of the officer of the deck and for Naval Militia officers doing navigation work. At the end of each watch the assistant navigator on duty will transfer the official ship's position from the chart in use by the commanding officer in the after chart house to the chart in the forward chart house. He will show the course then being steered.

The place for the officer of the deck while on watch is outside of the chart house. He should consult the chart before relieving the deck to ascertain the position of the ship and any dangers that may be encountered during the watch. When first coming on watch he should study the weather conditions and decide in his mind exactly what he would do in case of man overboard. He is the representative of the commanding officer on the bridge and responsible for the smooth running of the ship in accordance with the ship's routine. He is particularly responsible for the observance of the rules of the road and for seeing that lookouts, junior officers of the deck, and others under him are alert and attending to their duties as laid down by Navy regulations and ship's orders. He must himself, at all times, keep a bright lookout and see that lights and vessels sighted are promptly reported to the commanding officer, with their bearing and such other information as will give the commanding officer a clear idea of their relative positions to that of the ship. When the commanding officer is not on the bridge this report should be made in writing on forms provided for the purpose.

Division officers must be careful to carry out the routine as laid down in daily programs given them by the executive officer. On their promptness in reporting their divisions, publishing orders, etc., depends the promptness with which other drills and exercises may be executed. When one officer delays in reporting, or forgets to report, he is responsible for keeping several hundred men waiting at quarters until his report is received. Unless specially instructed to do so by the executive officers, officers will not dismiss their divisions from quarters before retreat is sounded by bugle.

On odd-numbered days the first assistant navigator will wind the chronometers at 11.30 a. m., taking with him the chief quartermaster when he does so. On even-numbered days the second assistant navigator will wind them, as above outlined.

Respectfully,

GEO. W. WILLIAMS,
Commander, United States Navy, Commanding.

U. S. S. "OREGON,"
At Sea, August 10, 1916.

ORDER No. 5.

The following order will be published at quarters:

All men must fall in at quarters promptly when officer's call is sounded, so that the division officers may proceed with the muster when assembly sounds.

There is entirely too much delay in reporting divisions on the bridge. Hereafter one minute after assembly the muster will be proceeded with and all men late for quarters at this time will be reported to the executive officer. The executive officer will recommend to the commanding officer that these men be deprived of liberty in Seattle. Twenty-two members of the engineer's force were reported absent yesterday morning from instruction. They were not on watch. A repetition of this disgraceful procedure will not be tolerated. Unless men of the Naval Militia have the courtesy to come to drill periods, and on time, the administration of this vessel will endeavor to repeat this instruction while the ship is at anchor in port during liberty periods, when there is more time to pay to each individual.

Division officers and section leaders keeping record cards will carefully note any disposition of any man to shirk drills or to be late in going to them. These men will be reported on individual record cards as unfit for further training on board ship. The naval militiamen must understand for now and all time that the ship's officers and the militia officers do not propose to hunt them up in order to get them to receive instruction. If they are not ready and anxious to receive this instruction on time, their presence is not desired aboard this vessel for training in the future, and it is therefore a waste of time to spend half of the drill period finding them.

W. A. SMEAD,
Lieutenant, United States Navy, Executive Officer.

U. S. S. "OREGON,"
Port Angeles, Wash., August 11, 1916.

PROGRAM.

Friday, August 11.

All hands, 5 a. m.

Turn to, 5.30 a. m.

Field day until noon. Division officers take charge of parts of ship, and pay particular attention to getting everything cleaned up. See all naval militiamen of all divisions scrub dirty clothes during morning watch.

Liberty for port watch from 4 p. m. to-day until 8 a. m. Saturday. This liberty will be as per list in executive officer's office. Except in the most urgent cases, there will be no exception to the list as posted. Boats will leave the ship every hour, on the hour, from 6 a. m. to 2 a. m. the next morning, inclusive, except noon, when the boat leaves the ship at 11.30 a. m. There will also be an 8.30 a. m. boat. Liberty men will return in boats leaving the ship at 8 a. m. Saturday or earlier boats if they desire. All boats return to the ship at once after touching at the dock.

At 1.30 p. m. to-day there will be storeroom inspection, provided we are anchored at that time; and if not, immediately after anchoring. Both pay officers and all medical officers, the first lieutenant, and mates of the deck will accompany the executive officer on this inspection.

This afternoon all the watch remaining on board of the deck divisions will turn to in the double bottoms, holds, and magazines, as directed by division officers, the gunner, and the supply officer. A sufficient number of men will be given to the supply officer to properly stow all storerooms so that they will be ready for commanding officer's inspection at 11.30 a. m. Saturday.

Saturday, August 12.

All hands at 5 a. m.

Turn to at 5.30 a. m.

Field day until 9.30 a. m.

General muster at 10 a. m.

Commanding officer's inspection immediately after general muster. Division officers and mates of deck will see that all men are kept on upper decks until after the commanding officer's inspection.

The port watch will turn to in the double bottoms, holds, and magazines as directed yesterday.

Liberty for starboard watch from 2 p. m. until 8 a. m. Sunday morning.

Sunday, August 13.

10 a. m., under way for San Francisco, Cal.

There will be no drills or exercises Sunday afternoon.

Officers will be granted shore leave when not on duty and not restricted by this order. Sea watches will be continued in regular order as though the ship were at sea. Junior officer of the deck will stand watch on the port side of the quarterdeck. Second junior officer of the deck will stand watch on the fore-castle. Watch officers and junior watch officers will be aboard ship one hour before they are to go on watch. The uniform of officers of the deck on duty will be white gloves, binoculars, or spy glasses, undress blues, and white caps.

One division officer will be aboard to superintend work of his division in double bottoms, etc.

No division officers will go ashore before the crew's liberty goes.

Division officers will muster the liberty parties of their respective divisions in their respective parts of ship, and march them aft on the quarterdeck ready to muster them into the boats when word is passed. Division officers will check the liberty lists as they muster their divisions into the boats and will turn the liberty lists over to the officer of the deck.

The regular liberty cards of the *Oregon's* crew will not be used, and they will check out with their divisions on liberty lists.

One medical officer will be aboard ship at all times.

One supply officer (Paymaster Perkins or Paymaster Dennis) will be aboard until 6 p. m.

The attention of the regular hull board of the *Oregon* is invited to the fact that when double bottoms are opened up they can make their inspection at this time if they so desire. This is optional with the board.

Respectfully,

W. A. SMEAD,
Lieutenant, United States Navy, Executive Officer.

MEMORANDUM FOR NAVAL MILITIA OFFICERS.

U. S. S. "OREGON,"
At Sea, August 14, 1916.

It was noticed at navigation instruction yesterday from 1.30 to 2.45 p. m., which all officers are required to attend by a previous order of the commanding officer, that some officers were absent and that others had to be rounded up before they appeared.

This procedure is discouraging to the officers of the ship, who are using their best endeavors to instruct the officers of the Naval Militia. The commissioned officers of the ship are standing watch on the bridge in three in order to be of assistance to the officers of the deck at all times and in order that they may get all experience possible in the limited time available during this cruise.

Yesterday the commanding officer voluntarily undertook to instruct the navigation class. Those members of the class who were not present promptly at 1.30 p. m., and those who were absent without cause during the period were distinctly discourteous to the commanding officer.

As Naval Militia officers are being paid for improving themselves on this cruise and are being given every facility for so doing, they are expected to usefully employ themselves at all times. They can not expect to receive anything but an adverse fitness report from the commanding officer if they can not carry out a written order.

Attention is invited to the fact that officers are required during this cruise to hand in a day's work in the commanding officer's office by 9 a. m. daily. If they are unable to do this they should submit such part of a day's work as they can accomplish. They should get on the bridge in the morning watch and practice with the many idle sextants there until they can take sights of the stars and the sun.

Respectfully,

W. A. SMEAD,
Lieutenant, United States Navy, Executive Officer.

ORDER }
No. 9. }

U. S. S. "OREGON,"
At Sea, August 14, 1916.

For the purpose of encouraging athletics the crew will be permitted to play baseball on the quarterdeck. The quarterdeck is assigned to divisions as follows:—

Engineers not on watch	9.30 to 10.30 a. m.
Power division	10.30 to 11.30 a. m.
First division	12.30 to 1.30 p. m.
Second division	1.30 to 2.45 p. m.
Third division	3 to 4 p. m.
Fourth division	4 to 5 p. m.
Officers	5 to 6 p. m.
Marines	6 to 7 p. m.

The boatswain's mate or senior leading man of each division will be in charge. He will see that divisions vacate the diamond promptly five minutes before the expiration of time allotted to each division. He will see order maintained on the quarterdeck and he will count and turn over baseballs, medicine balls, bats, and gloves to the boatswain's mate or senior leading man present of the next division, at the expiration of the period assigned to his division. When medicine balls or base balls are lost the fact will be reported to the executive officer.

The junior officer of the deck will settle all disputes or differences that the leading petty officers of the division can not settle among themselves.

It will be noted by this order that men are allowed to play baseball during drill period. This will be an official drill to encourage men getting exercise. Those men not desiring to play ball will be assigned other work during the drill period by the division officer.

Careful record will be kept of this work. Section leaders will record the time of each man spent at baseball in a separate column of the individual record card charts.

GEO. W. WILLIAMS,
Commander, United States Navy, Commanding.

FINAL ORDER FOR CRUISE No. 2, NAVAL MILITIA OF CALIFORNIA.

U. S. S. "OREGON,"
San Pedro, Cal., August 19, 1916.

1. All Naval Militia officers and men of the Second Battalion will be relieved of duty on board the *Oregon* at 11.30 a. m. to-day. The regular crew of the *Oregon* will take up the duties as heretofore, including officers of the deck. Officers of the *Oregon* will stand watch in four, Lieut. Willey and Ensign Baldwin standing duty in regular turn with Chief Gunner Ronan and Boatswain Farrel. From 10 p. m. until 5 a. m. the chief petty officers of the *Oregon* will stand watch as heretofore, the chief master-at-arms taking the watch with the chief petty officers. He will arrange a list of watches showing what chief petty officer has the deck at all times between noon Saturday and noon Tuesday. Officers of the deck of the *Oregon* will stand day's duty, being on deck from all hands in the morning until 10 p. m. at night. Chief Gunner Ronan will divide the time between Saturday noon and Tuesday noon as nearly as possible and at his discretion in four equal parts, and every officer will have the duty during one of these periods. Boatswain Farrel will take the deck at 11.30 to-day.

2. The wardroom and warrant officers of the *Oregon* are invited to attend a dinner to be given by the Naval Militia officers at the Athletic Club in Los Angeles at 6.30 p. m. Uniform sack suits. All officers have permission to attend this party. Lieut. Smead will take the deck and the day's duty. The chief petty officers of the *Oregon* will maintain the regular night watches.

3. On the return trip of the *Oregon* to San Francisco the following officers will stand regular watches in order of rank, Lieut. Smead taking the deck when the ship gets underway, Tuesday: Lieut. Smead, Lieut. Irvine, Chief Gunner Ronan, and Boatswain Farrel.

4. The *Oregon* will get underway from San Francisco at 4 p. m., Tuesday, August 22, 1916. Two boilers, speed 9 knots. The ship will be under sailing

orders at noon Tuesday. The last boat will leave the ship for shore and immediately return at 11.45 Tuesday. Dinner at 12.30 Tuesday.

5. Liberty for the starboard watch for the crew of the *Oregon* will be granted at 4.30 p. m. to-day, or before that time if circumstances and ship's work permit. Liberty will expire at 10 a. m. the 20th.

6. The following invitation for the crew of the *Oregon* has been received.

1. We extend an invitation from the naval militiamen to the crew of the U. S. S. *Oregon* for an automobile ride and dinner, to be given upon our arrival in San Pedro.

2. The automobile ride will be from 1 p. m. to 6 p. m. on Sunday for one-half of the crew, followed by dinner at the Hollenbeck Hotel on the same evening. The other half will be entertained in a similar manner on Monday following.

PETER L. PERONI, C. M. A. A.

R. S. FORD, M. A. A. 1c.

W. J. MUDGE, C. B. M.

C. W. CARPENTER, B. M. 1c.

G. H. MORSE, 1st Sgt.

To EXECUTIVE OFFICER, U. S. S. "OREGON."

Forwarded, inviting attention to the above, and approval of same.

A. H. WOODBINE.

7. Exactly one-half of the crew of the *Oregon* will be granted liberty from 12.30 p. m. Sunday until noon Monday. The engineer officer will submit a list of one-half of the engineer's force (including dynamo electricians) to the executive office. The chief master-at-arms will submit a list of one-half of the chief petty officers who desire to accept this invitation on Sunday to the executive office. The other half of the ship's company will be granted liberty from 12.30 Monday until noon Tuesday for the acceptance of the above invitation. The pay officer will submit list of one-half of ship's cooks to go on liberty Sunday, and one-half to go on liberty Monday, to the executive office. As soon as these lists are received in the executive officer's office, a complete list of men going on liberty for the two days will be published. These lists will be submitted at once.

8. The ship's company will be paid before 11.30 a. m. Sunday. Asst. Surg. Dougall, Naval Militia of California, will leave the ship on the first boat after anchoring to telephone regarding getting money for payment of ship's company.

9. The commanding officer desires to take this opportunity to congratulate the officers and crew of the *Oregon* and the officers and men of the Naval Militia on what he considers a most successful cruise. This could only have been accomplished by the admirable cooperation of all hands and the cheerful willingness and manifest desire of everyone on board to loyally support the commanding officer in his efforts to make this cruise a record one in the annals of the Naval Militia of California.

Respectfully,

GEO. W. WILLIAMS,

Commander, United States Navy, Commanding.

GENERAL MUSTER.

When adjutant's call is sounded, divisions will march aft in charge of division officers, following the most direct route.

Division officers in marching their divisions aft will see that they are well closed up after arriving on quarterdeck before finally marching to stations for muster.

Officers in charge of divisions must think ahead of time what their commands will be and give them in a clear military manner.

For divisions falling in on the port side of the quarter-deck the crew of the *Oregon* will be formed on the left flank of the naval militiamen of each division. For divisions mustering on the starboard side of the quarterdeck members of the crew of the *Oregon* will be formed on the right flank of the naval militiamen of each division.

Divisions will form on the quarterdeck as follows:

Engineer's, port side as far aft as possible, outboard.

Powder, pay, and surgeon's division, starboard side as well aft as possible, outboard.

First and fourth divisions, inboard of powder division, fourth division aft.

Second and third divisions, inboard of engineer's division, third division aft.

Chief petty officers in four ranks facing forward, right flank on left flank of fourth division. Senior chief petty officers on the starboard side.

Chief petty officers will form on the main deck inside and march aft in a body under command of the chief boatswain's mate of the *Oregon*. As soon as divisions arrive at their stations on the quarter-deck they face inboard and close up on the front ranks.

The executive officer's yeoman will have list of all men of deck force absent on duty, over leave, or without leave; engineer's yeoman of all men of engineer's force absent on duty, over leave, or without leave; the hospital steward of all men on binnacle and sick list. As divisions arrive on quarter-deck, division officers report their divisions aft to the officer of the deck. Masters-at-arms in charge of decks report their decks clear to the chief master-at-arms, who reports to the officer of the deck all men up and aft. The chief boatswain's mate reports main and bridge decks. Chief master-at-arms has prisoners shift into uniform, brings them aft, and forms them inboard of the first division.

The commanding officer and executive officer take post starboard side of wardroom hatch, officers of supply department port side of wardroom hatch, other officers forward of wardroom hatch, facing aft; senior officers on the starboard side. Commissioned officers first two ranks, warrant officers forming third rank.

The officer of the deck reports all men aft to the executive officer, who reports to the captain.

When order is given to publish the orders the executive officer orders "Attention to orders."

Orders are published, courts-martials read, good-conduct badges and medals awarded, and letters commendatory or otherwise published.

When men are distinguished in these letters, they will be required to step to the front. When orders are published, the executive officer reports to the captain, and the general muster is proceeded with, the officers being mustered first.

The paymaster of the *Oregon* will first muster the officers of the *Oregon*. The paymaster of the Naval Militia then musters the officers of the Naval Militia.

The pay officer or pay clerk of the *Oregon* then musters the enlisted men of the *Oregon*, and the paymaster of the Naval Militia then musters the enlisted men of the Naval Militia. When all men have been mustered or accounted for, the executive officer directs the boatswain to pipe down, and officers and chief petty officers leave their quarters. Officers and chief petty officers stand fast until muster is completed.

As each man's name is called, he answers muster by calling out "Seaman, sir," or the rating in which he is serving, and crosses the deck, passing before the captain and saluting as he does so. Hats of the men will not be removed in passing the captain.

As soon as crew of the *Oregon* has been mustered the muster of the Naval Militia will be proceeded with, Lieut. Commander Woodbine taking station by commanding officer and returning salute of militiamen.

W. A. SMEAD,

Lieutenant, United States Navy, Executive Officer.

COLLISION DRILL.

Alarm: One long blast of the siren, general alarm, and water-tight door alarm. On, two, or three blasts on bugle will indicate whether forward, amidship, or aft. Location will be passed by boatswain's mate in addition. Three short blasts on the siren will be signal for opening water-tight doors. The alarm will be sounded in case of collision or damage to underwater body of ship or when it appears that either one of these contingencies is liable to happen.

Officer of the deck sound siren and water-tight door alarm, sound the general alarm. Notify engine room at once of compartment damaged in order that they may be prepared to put pumps on same. If underway, lay ship on heading that will be most convenient for placing mat. If at anchor, prepare to heave in or slip cable. Notify captain and executive officer.

Executive officer proceed to where damage is.

Navigator takes deck.

Engineer officer in engine room. If at anchor, makes preparations for getting underway. Anchor and steering engine pumps ready.

Pay officer secures funds and records and prepares to open storerooms if required.

Surgeon prepares to move sick to place of safety.

Division officers with their divisions.

Carpenter with repair party to executive officer.

First division close water-tight hatches and ventilators on forecastle, get dip rope out and over the side to place of injury, shackle up forward guy, lead it out clear and man same, forward guy brought to place of collision by fourth division.

Second division, assisted by third division, bring mat to place of collision. If forward or aft use forward or after superstructure ladders; if amidship use midship door leading to gallery. Bring lower hogging line to locality, bend it to dip rope which is then manned.

Third division assists second division in bringing mat to place of collision. Bring upper hogging line and bend same, hands to ease same away—others man dip rope.

Fourth division close water-tight hatches and ventilators on quarter-deck. Bring forward and after guys to place damaged, bend, lead out and man after guy.

Fifth division close water-tight doors and hatches and air ports on berth deck and below, except those in machinery spaces. Provide hand grenades and smotherers. Repair party get leak stoppers ready, sound bilges, provide shores and wedges for shoring up bulkheads.

Sixth division close all water-tight doors and hatches in machinery spaces. Station men at main drain valves and connections to fire, bilge, and circulating pumps. Start circulating pump and try out main draining system. Sound bilges and report result to executive officer. If at anchor, prepare to get underway.

FIRE QUARTERS.

Discovery: Anyone discovering a fire will immediately use whatever means that may be at hand to extinguish it—either hand grenades, water, or by smothering. If beyond control, notify chief master-at-arms, executive officer, or officer of the deck by quickest method possible.

Alarm: On ship's bell ring number of strokes to indicate fire forward, amidship, or aft—one, two, or three strokes respectively, then ring rapidly for 10 seconds, followed by number of strokes to again indicate location. For example—fire forward: One stroke, then rapid ringing for 10 seconds, then one stroke. Repeat this signal once. Fire call on the bugle is then sounded followed by one, two, or three blasts to indicate superstructure, main, or berth decks, respectively. Repeat call on bugle once.

Officer of the deck: When notified of a fire will cause the proper calls to be made, in addition will sound "general alarm," notify executive and commanding officers, inform officer of watch in engine room who will start fire pumps, and notify telephone central (if one is detailed). The ship, if underway, will be placed on a heading that will bring fire to leeward.

Stations: Executive officer takes charge and directs fire fighting. Navigator takes deck. Engineer officer takes charge of engine room. Pay officer ready to secure records and to open necessary storerooms if required to get into them in connection with fire or for provisions. Surgeon sees sick ready to be moved to place of safety. Marine officer places sentries at boats. Division officers take charge of divisions. Electrician on watch in dynamo room stops blowers. Gunner gets magazine keys and stands by to flood magazines. Chief master-at-arms brings prisoners on deck.

DIVISIONS.

First division: Close all hatches on forecastle including forward superstructure doors. In case of fire on forecastle, lead out two lengths of hose; in case of fire on superstructure deck, lead out one length of hose; in all cases couple up sufficient hose to reach fire. Then open valve to plug.

Second division: Close or cover all hatches on port side of superstructure deck. In case of fire on superstructure deck, lead out two hose; in case of fire on forecastle or quarterdeck, lead out one length; in all cases couple up sufficient hose to reach fire. Then open valve to plugs.

Third division: Close or cover all hatches on starboard side of superstructure deck. In case of fire on superstructure deck, lead out two hose; in case of fire on forecastle or quarter-deck, lead out one length of hose; and in all cases couple up sufficient hose to reach fire. Then open valve to plugs.

Fourth division: Close or cover all hatches on quarter-deck. In case of fire on quarter-deck, lead out two hose; in case of fire on superstructure deck, lead out one hose—in all cases sufficient amount to reach fire. Then open valve to plugs.

All deck divisions: In case of fire on main deck inside superstructure, each division will connect to a plug in their part of the ship and run a hose to the location of the fire.

Fifth division: Close water-tight doors and hatches on berth deck. If fire is below berth deck, outside of machinery space, leave hatch open to place of fire. Close all air ports on berth deck. Lead out to hose to location of fire, Furnish smotherers and hand-grenade men, who will report to executive officer with gear.

Sixth division: Close water-tight doors in machinery spaces; lead out at least two hose to location of fire.

Seventh (marine) division: Sentries on regular posts to remain on post or be relieved by permanent marine detail for fire quarters. Others, as assigned, to go to boats. Remainder to report to commanding officer of marines for duty as may be ordered.

GENERAL INSTRUCTIONS.

Messmen on main and berth decks will see to closing of ports, doors, and hatches in their compartments. Compartment cleaners on main deck will close doors and air ports in their compartments. As a rule, in all fires four streams will be required. As noted above, the deck divisions look out for entire main and superstructure decks so far as fire hose is concerned; the fifth division for berth deck and below, except machinery spaces; the sixth division for machinery spaces.

In all cases sufficient hose should be coupled up to reach the fire, and it should be led to the location of the fire before turning on the water.

Water will not be turned on to linen hose except in case of actual fire.

When "secure" is sounded, hose used will be underrun and then triced up to dry, not being restored until thoroughly dry.

FIRE AT NIGHT.

Same as for day, except that each man swinging in a passageway or portion of deck usually used in going from one compartment to another will take one turn around hammock with his lashing, hanging both rings on one hook clear of passage and then goes to his station.

Reports: Division officers will make sure of location of fire by inquiry of central (if one detailed), and report divisions "Ready" by messenger to executive officer at scene of fire. Reports of "Secure" will be made by division officers in person or by messenger to executive officer on quarter-deck.

INDIVIDUAL STATIONS.

Individual stations will be made out by division officer and submitted to executive officer.

NAVAL MILITIA OFFICERS.

Naval Militia officers assigned regular duties, such as navigator, assistant navigator, gunnery officer, etc., will stand fire quarters with their corresponding officer of the *Oregon*.

FIRE BILL.

FIRE IN GASOLINE RACKS.

Second division: Leading man of division will trip platform and dump gasoline containers over side. Entire division get equipment stowed under whale-backs and take to scene of fire.

Two smotherers with hammocks to scene of fire.

Whenever a fire is so situated as to endanger the gasoline stowage, the necessary number of men to man the special equipment will be detached from

hatch coverers to stand by. No. 211 and 241 man an ax and stand by to trip platform.

Equipment by alcohol chests: 2 buckets of sand, 2 axes, 1 crowbar.

Smotherers: No. 2202, No. 2108.

Third division: Leading man of division will trip platform and dump gasoline containers over side. Entire division get the equipment stowed under whale-backs and take to scene of fire.

Two smotherers with hammocks to scene of fire.

Whenever a fire is so situated as to endanger the gasoline stowage, the necessary number of men to man the special equipment will be detached from hatch coverers to stand by. No. 211 and 241 man an ax and stand by to trip platform.

Equipment by alcohol chest: 2 buckets of sand, 2 axes, 1 crowbar..

Smotherers: No. 2202, No. 2108.

ABANDON SHIP.

Each man of the Naval Militia will abandon ship with his opposite of the crew of the *Oregon*, or, if he has no opposite, as indicated by his billet number. They will assist in providing as designated by the boat officer.

The capacity of each boat is marked on the abandon ship bill posted on the bulletin board and as indicated below, and will not be exceeded. The occupants of each boat the capacity of which is exceeded by this bill have been divided as nearly as possible into two equal divisions, one-half *Oregon* officers and men and one-half Naval Militia officers and men.

Two trips will then be made, the senior officer remaining on board until the second trip. In the event of the ship being abandoned in the open sea, when cruising alone, the men remaining on board will make rafts from coaling booms, gratings, mess tables, and lumber, under the direction of the commanding officer and officers remaining on board.

In the event of the ship being abandoned near land, with no chance of assistance from other vessels, the boats will land in the place designated by the navigator, land passengers, provisions, and water, and return for remaining men.

The supply officer is assigned to a first crew in order that he may save the records and money. The captain's writer will, under the direction of the captain, save records, secret code, and signal books. The chief quartermaster will save signal record book and logs. The navigator will provide charts and navigational instruments and books and save his work chart, navigational work book, and other means of locating the position of the ship. The medical officer will have charge of such of the sick as require assistance and place them in the whalers. The chief master-at-arms will release prisoners. The marine officer will station guards at each boat, with orders to allow no one to lower boats until ordered by an officer. The executive officer will have charge and will relieve the navigator when that officer leaves the ship. The navigator will relieve the deck and will begin lowering the boats stowed on deck when ordered to do so by the commanding officer. The steamers will be lowered first. The boats will be provided after they are lowered, in order to avoid confusion on the superstructure deck. Boat crews will fall in quietly abreast the fitting-out position of their boats, inboard and well clear, and will preserve order.

The call will be the boatswain's call "Abandon ship," passed by the boatswain's mates and master-at-arms, and also the bugle call "Abandon ship." Word will be sent to the dynamo room, engine room, and steering engine room by the officer of the deck. At night the general alarm will be sounded.

If "Provision call" is sounded, provisions and water will be provided and boats equipped.

All men will be cautioned to maintain silence during this drill.

COALING BILL.

The coaling bill is made out on the principle that coaling ship is an evolution in which all ship's duties are suspended except the absolutely necessary ones, and that all officers, chief petty officers, and men of inferior ratings have stations for coaling. The object is not only to get coal on board, but to do it in the minimum of time, and men should be trained in teamwork, to the end that no delays may occur at any stage. Filling bags, hooking on, hoisting, landing on deck or trucks, unhooking, overhauling hook, handling of empties on deck and in lighters—all of these stages should be given careful attention by division officers in their divisions coaling bills and during the evolution.

The senior Naval Militia petty officer of the division will be stationed to hook on bags, as this is considered the most important post and one where he can direct his men to the best advantage.

At the heel of each boom there will be an officer, petty officer, and one man, the officer to see that the hook is kept moving, the petty officer to signal to the winch and to unhook fall, the man to overhaul fall and push out boom.

There shall be two men at each winch barrel, one in charge and one to keep turns out of fall; three men to each truck; one to each boom with shovel and broom to keep clean deck; when coaling on one side, these deck cleaners should be stationed to sweep deck amidships where trucks pass; men with hook ropes stationed to drag bags along the deck that fall from trucks; one or two men to handle empty bags.

The decks will be swept down all the time. The sweepers in wake of the coaling shall be one of the men detailed to each boom, and more, if necessary. Messengers and buglers shall sweep after main deck. Messmen shall sweep the forecastle, main deck galleries, and gun-deck compartments when not detailed for coaling. Mess attendants, when not detailed for coaling, shall sweep mess rooms and countries and keep doors and air ports closed, particularly in the wardroom and junior officer's quarters.

Division officers will organize a system of reliefs for shovelers and bag holders and see that men relieve with minimum loss of time.

The engineer officer will arrange a system of filling bunkers and of stowage, in order that stowing may interfere as little as possible with coaling.

It must be remembered by all concerned in coaling that the measure of the rapidity of taking the coal aboard ship is the rapidity with which the hook is kept moving. Whenever this hook stops for any purpose whatever, every officer and man concerned with it should use his utmost to see it in operation at the earliest possible moment.

Division officers should consult with their boatswain's mates and actually pick out each man for the shoveling gangs in the lighter, having at least one good strong man in each gang—that is, equalizing the strength of the divisions among the different gangs so as to best conduce to a constant moving of the whip and an equalization of the work done by each gang.

Above all things it must be remembered by everyone concerned that coaling is a dangerous operation, and particularly with inexperienced men. Safety precautions must be constantly taken and safety never sacrificed to speed.

SPECIAL DUTIES OF DIVISION OFFICERS.

It is the particular duty of division officers and leading petty officers to look out for the safety of shovelers and of men in wake of where coal is landed on deck. Officers, to encourage their men, frequently go in the lighter to shovel coal. Unless they have previously assigned reliable men to take their places, they are then neglecting the paramount duty for which they are required to be in constant attendance while coaling ship, namely, to look out for the safety of the men under their charge. Except when attending to urgent calls of nature, officers should be with their divisions at all times between "Commence firing" and "Cease firing," for the above reasons regarding safety.

"PREPARE FOR COALING."

At "Prepare for coaling" shift into working clothes. Officer on duty will be in general charge; he will report to the executive officer when divisions are ready.

Boatswain's mates and side boys on watch will join their divisions; messengers and signalmen who coal do the same thing.

Chief boatswain and boatswain will have charge of rigging the boom, assisted by the two chief boatswain's mates.

The chief boatswain's mate of the forecastle will have charge of the starboard side.

The chief boatswain's mate of the superstructure will have charge of the port side.

The first and fourth divisions will work on the starboard side.

The second and third divisions will work on the port side.

The fifth division will dump bags at chute.

The sixth division will rig coaling chutes, close bunker manholes and ventilating ducts, see all ready for coaling in bunkers, and calk carefully coal chutes on main deck; test and turn on steam winches.

All divisions will rig coaling booms in their parts of ship, get up coaling gear, bags, trucks, shovels, to be distributed by chief boatswain as may be ordered.

Chief boatswain will provide and have four grapnels placed, sea ladders where necessary, and cargo nets for recovery of bags dropping over the side. See that regulations regarding receipts for coal bags are observed.

Carpenter's gang will overhaul all coal trucks, and fit handles, oil trucks, fit false top to carry two bags, repair shovels, and provide spare parts for trucks.

All divisions will close air ports, doors, and hatches, and remove to clean place all movable articles of any kind which would require scrubbing after coaling, such as screens for galleys, bakery, bags, lockers, etc.

Commissary division will break out necessary stores, cover vegetable lockers, get screens on galley, and make preparations to serve best available food during coaling.

Chief master-at-arms will see all air ports closed and as many doors and hatches as possible on gun deck and berth deck; as a general rule close up tightly all spaces not needed for passages.

Gunner's gang will put gun covers on 3-inch guns, close turret hatches, set up on 3-inch ammunition hoist covers, remove all movable parts of 3-inch and 6-pounder gun equipments, and cover field guns.

Electricians will try out all electric winches and get ready coaling arc lights, if required (inquire of executive officer during afternoon).

Coxswains will see that boats are snugly covered.

Engineer officers will see that all winches and cranes are in running order.

STANDING WATCH.

Coaling will usually be finished in one day.

The following officers will relieve the deck: Navigator, gunnery officer, and assistant navigator, and other officer if one is available who is not attached to a division.

When coaling is to begin early in the morning the assistant navigator will take the deck at midnight preceding coaling, and the watches will be taken in succession until two hours after coaling, if finished after 8 p. m.

One bugler will be excused from coaling, to remain on quarter-deck during coaling.

Men standing watch in dynamo room and engineer's division do not coal ship.

Quartermasters will stand watch in threes on the bridge, and chief quartermaster directing signals.

OFFICERS.

The executive officers will have general charge.

First lieutenant will have direct charge of placing and shifting lighters, trim ship, allotment of booms, and coordination of work of divisions.

All division officers will have direct charge of their divisions.

Junior officers and warrant officers will go with their divisions, except as specified herein.

A medical officer will be in the wardroom with emergency outfit; two hospital apprentices will be ready during coaling with stretcher.

COALING SHIP.

A blackboard showing progress of each division and amount taken aboard hourly will be placed by the general storekeeper yeoman on outboard sides each forward 13-inch turret, and outboard side each after 8-inch turret.

As a general rule, coaling from lighters, there will be two lighters on each side, and each division will have to empty one lighter.

The officer of the deck will have hourly coaling signals made, and shall report to the commanding officer and executive officer the amounts taken aboard in each hour.

The navigator shall cause the draft of the ship to be accurately taken before and after coaling.

The pay officer shall be in charge of tallying and weighing coal.

The supply officer's chief yeoman will be in direct charge of talliers.

The pay officer will see all talliers and weighers at their stations and report to the officer of the deck; verify all calculations and initial hourly reports. He will have the engineer's yeoman to take the record of talliers two minutes before the end of each hour and at the end of coaling and compute the amount received; net weights of bags should be four decimal places. He shall also compute the density of coal.

TALLIERS.

As detailed for each coaling.

A party of the engineer's division, under a chief machinist's mate, will weigh coal and take density. Weigh 10 full bags and 5 empty ones every first, third, and fifth hour. Change whip for weighing every hour.

Bunker estimates are to be taken during the coaling as each bunker is filled, and the whole estimate to be reported by the chief engineer immediately after coaling.

At the end of coaling the officer of the deck will report to the captain the total amount taken and request instructions as to the signal to be made.

Reports of coaling will be made to the commander in chief or senior officer present, and to the Bureau of Navigation on prescribed forms.

Coaling will begin with the bugle call, "Commence firing." The mess call will not be sounded by bugler during coaling, but the officer of the deck shall send word to the chief master-at-arms when the tables are to be set.

COALING FROM A COLLIER.

Same divisions; duties as directed in each case.

CLEANING AFTER COALING.

Officers will remain with their divisions until booms are unriggered and deck thoroughly swept; coaling gear towed away or ready to stow away; rail replaced. They shall check up the number of bags and shovels served out to them and account for them to the chief boatswain.

They shall see coaling chutes tight and decks washed down so that clothes can be scrubbed.

When these duties have been completed the officers will be excused from further duty on deck.

There will be no interim between finishing coaling and the cleaning after coaling.

Fresh water will be served out to other than deck divisions at the completion of coaling and to deck divisions as soon as decks are wet down.

Men will first bathe, then scrub clothes and canvas gear, boat covers, and hatch covers; then scrub paint work, decks with sand, clean boats, and all gear. Officers and petty officers will enforce the order as to men bathing as soon as the decks are washed down, and before cleaning ship (on gun deck as soon as the coal dust is disposed of).

Compartment cleaners and side cleaners go to their duties after scrubbing clothes.

MEN WHO DO NOT COAL.

Ship's cooks and bakers.

Three quartermasters.

One mail clerk.

Chief master-at-arms.

Two chief electricians (1 wireless).

One bugler and one barber.

Watch standers in engineer's department and dynamo room.

Chief yeoman.

ORDER }
No. 12. }

U. S. S. "OREGON,"
At Sea, August 15, 1916.

[To be published at quarters this morning.]

This vessel will arrive at Tiburon coaling station at about noon Wednesday, August 16. Neither liberty for the crew nor shore leave for the officers will be granted, the reason of this being that the speed of the ship is being in-

creased in order to get in before the time set for the completion of the cruise, the ship's company of the *Oregon* being too small at this time to coal the ship efficiently alone.

After the ship has been rigged for coaling, officers may go ashore at the Tiburon coaling station for the purpose of telephoning, if they so desire. On arrival at Tiburon the mail orderly will be sent ashore for mail and will return with it Wednesday night as quickly as possible. He will take mail to be mailed at the post office in San Francisco.

Detailed plans for the rigging of the ship for coaling and detailed lists of men assigned to each division and a copy of the coaling bill of the ship will be furnished to all officers to-night as before.

Division officers will prepare themselves to rig their parts of the ship for coaling Wednesday afternoon, after anchoring.

Wednesday afternoon 800 tons of coal will be taken alongside in four lighters, and at daylight Thursday morning the ship will be coaled to full capacity.

The efficiency of the coaling of each division at this time and the adequacy and forethought of division officers' preparation therefor will be strong factors in the marking of division officers and their juniors in efficiency for this cruise.

Respectfully,

GEO. W. WILLIAMS,
Commander, United States Navy, Commanding.

NOTE.—The *Oregon* was last coaled at Tiburon, Saturday, July 29, 1916, while the First Battalion of the Naval Militia of California were on board. Five hundred tons of coal were taken aboard before breakfast. More could have been taken had division officers carried out instructions and carefully read and studied coaling bills and diagrams. It is expected that the Second Battalion will exceed the record of the First Battalion in coaling.

SPECIAL COALING ORDER.

U. S. S. "OREGON,"
At Sea, August 15, 1916.

Wednesday, 16th.

Immediately after anchoring Lieut. Willey will take the deck. Send mail orderly for mail and with mail in second steamer. Pass word at "Turn to" after dinner, "Prepare for coaling" (see coaling bill). Whips will be rigged in accordance with blue print and coaling bill published on crew's bulletin board. All whips will be actually tested by hoisting a full hoist and landing it on deck before dark.

Thursday, 17th.

4 a. m., call all hands. Call officers except captain and officers having had first and mid watches.

4.30 a. m., serve out coffee and sandwiches (crew and officers).

5 a. m., "commence firing" on stroke of bell. No coal to be hoisted before.

7.25 a. m., "cease firing."

7.30 a. m., breakfast.

8.15 a. m., turn to; get men in lighters.

8.30 a. m., "commence firing" on stroke of bell. No coal to be hoisted before.

10 a. m., consult with commanding officer about signaling for tug to take away lighters.

11.45 a. m., "cease firing."

12 m., dinner.

1 p. m. (if coaling is finished), sweep down on all decks. All men bathe and shift into clean underwear. Scrub canvas and decks.

2.30 p. m., get under way for San Pedro.

W. A. SMEAD,
Lieutenant, United States Navy, Executive Officer.

MEMORANDUM.

U. S. S. "OREGON,"
At Sea, August 16, 1916.

The Second Battalion of the Naval Militia are to be warmly congratulated and commended for the excellent coaling yesterday. The cheerful, willing spirit in which officers and men entered into the hard work of coaling indicates to the commanding officer that the Naval Militia is all that he has thought it to be in the past. It is particularly gratifying to him and to the ship's company to have the naval militiamen leave the ship, as they will on Saturday, with the ship clean and full of coal.

Divisions took coal before breakfast yesterday morning as follows:

Division.	Tally.	Bunker estimate.
First.....	137	141.1
Second.....	177	162.3
Third.....	166	160.2
Fourth.....	132	144.4

From the above it will be seen that the first and fourth divisions filled their bags well; that the third division filled their bags fairly well, and that the second division did not fill their bags as well as the other divisions.

The prize offered by Lieut. Commander Woodbine, Naval Militia California, of 250 cigars for the division taking the most coal before breakfast is awarded to the second division and to the men of the powder and engineer's division who handled her coal. The second division took the most coal both by tally and by bunker estimate.

The third division is to be congratulated on their coaling and likewise upon the fine spirit displayed in continuing taking as much coal as possible after the breakfast hour. They worked against tremendous odds, and, according to bunker estimate, before breakfast were only 2 tons behind the second division and by tally only 11 tons.

The poor showing of the fourth division as compared with the third was due to poor management.

The hoisting of single bags and the blocking of one bunker early in the coaling contributed to the comparatively poor showing made by the first division.

All divisions, however, did good work.

A tally is attached showing the comparative amounts of coal taken by the first and second battalions, also the total amount of coal taken for both coalings.

Respectfully,

W. A. SMEAD,
Lieutenant, United States Navy, Executive Officer.

Coaling record, U. S. S. "Oregon," Tiburon, Cal.

JULY 29, 1916.

Hour.	First division.		Second division.		Third division.		Fourth division.	
	Bags.	Tons.	Bags.	Tons.	Bags.	Tons.	Bags.	Tons.
5-6.....	119	36.8	156	48.3	225	69.6	141	43.6
6-7.....	133	40.2	189	57.4	222	67.4	162	49.3
7-7½.....	86	26.0	68	20.6	77	23.4	89	27.1
Before breakfast.....	338	103.0	413	126.3	524	160.4	392	120.0
8½-9.....	60	18.2	81	24.6	91	27.6	40	12.2
9-10.....	217	65.8	179	54.4	118	35.7	132	40.1
10-11.....	53	16.1	117	35.5	20	6.1	63	19.1
After breakfast.....	330	100.1	377	114.5	229	69.4	235	71.4
Total.....	668	203.1	790	240.8	753	229.8	627	191.4

Coaling record, U. S. S. "Oregon," Tiburon, Cal.—Continued.

AUG. 17, 1916.

Hour.	First division.		Second division.		Third division.		Fourth division.	
	Bags.	Tons.	Bags.	Tons.	Bags.	Tons.	Bags.	Tons.
5-6.....	194	59.5	244	74.6	196	60.0	145	44.3
6-7.....	208	63.6	250	76.5	222	66.4	196	60.5
7-7½.....	46	14.1	87	26.5	130	39.7	89	27.2
8½-9.....	73	22.3	51	15.6	132	40.4	79	24.1
9-10.....	63	19.3	35	10.7	50	15.3	123	37.6
10-finished.....	10	3.0	3	.9	58	17.8
Total.....	594	181.8	667	203.9	733	222.7	690	211.5
Before breakfast.....	448	137.2	581	177.6	548	166.1	430	132.0
After breakfast.....	146	44.6	86	26.3	185	56.6	260	79.5

Total taken on board by tally, 819.9 tons.

RECORD OF PROCEEDINGS OF A BOARD CONVENED ON BOARD THE U. S. S. "OREGON," BY ORDER OF THE COMMANDING OFFICER, TO COMMENT AND REPORT FULLY UPON THE PRESENT SYSTEM OF TRAINING FOR OFFICERS AND MEN ON BOARD VESSEL OF THE UNITED STATES NAVY IN RESERVE COMMISSION.

U. S. S. "OREGON,"
Sitka, Alaska, July 22, 1916.

From: Commanding officer U. S. S. *Oregon*.

To: Lieut. Commander Charles P. Huff, United States Navy; Lieut. John A. McGee, Naval Militia, California; Lieut. (Junior Grade) William C. Tooze, Naval Militia California; Lieut. (Junior Grade) Frank S. Harris, Naval Militia, California.

Subject: *Oregon*.—Board re training of Naval Militia Organization on board vessels of United States Navy in reserve.

1. You are hereby appointed a board to comment and report fully upon the following:

(1) Present system of training of Naval Militia officers and men on board vessels in reserve commission as laid down by present naval regulations and Navy Department orders, especially as regards following points:

(a) Compare with ships in States of "Outright loan."

(b) Briefly outline system of training on U. S. S. *Oregon*.

(c) What improvements can be made on this system.

(d) If so, how and why handicapped by work in armory on shore.

(e) What to do to remedy condition (d).

(f) Having in view the conditions surrounding the average naval militiaman on shore—how often can he be reasonably expected to come on board ship for drill.

(g) The proposition to keep Naval Militia equipment on board ship instead of at the armory.

(h) The proposition to hold infantry drill on board ship as well as at the armory, and combining the regular force with the Naval Militia at both drills.

2. Frank discussion by the board of all points that would tend to improve the present system of training, enlisting, and preparing for Naval Militia officers and men is invited.

3. The report of the board will be submitted in quadruplicate not later than the night of July 29, 1916.

4. Forward herewith are certain papers from the files of the U. S. S. *Oregon* to furnish information for the board.

GEO. W. WILLIAMS.

U. S. S. "OREGON,"

Passage Sitka, Alaska, to San Francisco, Cal., July 25, 1916.

The board met at 8 p. m.

Present: Lieut. Commander Charles P. Huff, United States Navy, senior member; Lieut. John A. McGee, Naval Militia California, member; Lieut. (Junior Grade) William C. Tooze, Naval Militia California, member, and Lieut. (Junior Grade) Frank S. M. Harris, Naval Militia California, recorder and member.

The convening order, herewith prefixed was read, and the points suggested were carefully discussed. The conclusions reached are given below, the several headings being lettered in conformity with those of the convening order.

(a) In comparison with the making of outright loans of vessels to the States; the system of using vessels in reserve commission for the training of officers and of the Naval Militia is believed to be superior, for the following reasons:

(1) There is no divided responsibility, the regular officers of the Navy being at all times in command.

(2) The public property is better protected and preserved.

(3) The facilities for instruction are better; for example in the case of the *Oregon*—and it is presumed that this scheme will be generally followed—each officer and man of the *Oregon* becomes an instructor to the Naval Militia.

(b) Briefly outlined, the system of training on the *Oregon* is as follows:

(1) Each officer and man is assigned to a regular ship's division.

(2) Each man of the militia is given a running mate of the regular crew, the regular swinging on a black billet number, while his running mate swings on a similar red billet number. In cases where the militia is in excess of the regular crew, two red billet numbers are assigned to the one black number, as required. The militiaman has the same gun and cleaning station, etc., as his running mate, and is therefore constantly under supervision. The regular is held responsible for the cleanliness and conduct of his partner.

(3) Each man has a battle station at which he is trained as a paramount duty, in general one gun of each turret being manned by militiamen and the other by the regulars.

(4) Individual record cards are kept for each man, indicating his attendance at each drill and the character of drill held.

(5) In addition, squad record cards are kept by the petty officers showing the number of drills attended by each man, his particular aptitude in each subject, and his profession or trade on shore. Furthermore, each man is examined physically, which record, together with his professional card, will indicate at the end of the cruise whether he is to be recommended for further instruction or to be discharged.

(6) Each officer has an individual record card on which is entered his attendance, the instruction received, the duties performed, and his aptitude in any particular subject.

(7) Men are assigned to regular messes. The chief petty officers have their rations commuted, while the remainder are subsisted as supernumeraries, the adjustment being made in Washington. This offers a distinct advantage over the old system, in that it assures that all food purchased is obtained at the lowest contract price. The officers are assigned to messes in accordance with their rank, paying their own mess bills.

(8) Officers and men have the opportunity of living aboard the ship at all times, by paying their mess bills, thereby having additional opportunity for instruction. Several officers have taken advantage of this offer. The two-week cruise to Portland was attended by 2 officers and 39 men under these arrangements. The men also understand that if they are out of work the *Oregon* offers them a home in which they may live at minimum expense.

(c) With reference to improvements that may be made in this system, it is suggested that more regular officers be allowed permanently to those ships in reserve commission which are assigned to naval militia training than are allowed to other ships in reserve commission.

(d) With reference to the handicapping of training, if any, by work in the armory on shore, it may be said that three drill periods and one week-end cruise per month are devoted to work on the ship, and one drill period per month is held at the armory. In so far as the training aboard ship is concerned—in time of regular service, all duty would be performed aboard ship—it would be better if all training could be received aboard ship.

(e) With a view of remedying the conditions mentioned in (d), it is suggested that all drills be held aboard ship, and that if necessary a small party be sent ashore to the armory to perform recruiting service.

The maintenance of an armory is considered a necessity, inasmuch as the Naval Militia is subject to call by the State, as it has been several times in the past, and must therefore have some place to rendezvous and to store its equipment. Greater facilities could be obtained if the armory were on a dock in the vicinity of the anchorage of the ship, where men could conveniently shift into uniform, thereby obviating the necessity of their coming aboard in civilian clothes. The distance of the present armory from the ship makes it

extremely inconvenient for the men to shift before coming aboard, resulting as it would in the loss of an hour of drill time. Furthermore the militia could have their own boats at such an armory—available for drill in port during the absence of the ship on other duty.

(f) Having in view the conditions surrounding the average militiaman, it is believed that if he comes aboard four times per month and makes the customary week-end cruise, once per month, it is all that can be reasonably expected of him.

(g) The proposition of keeping the Naval Militia equipment aboard ship, rather than at the armory, has distinct advantages and should always be encouraged for the following reasons:

(1) Does away with the additional expense of maintaining an armory.

(2) Saves a great deal of time by obviating the necessity of the men visiting the armory to shift into uniform before coming aboard.

This condition could only obtain, however, where the ship has but one port, as in the case of the *Marblehead* at Portland Oreg. In the case of the *Oregon*, however, if the San Francisco equipment were to be kept aboard exclusively it might be needed vitally at a time when the ship was in another port.

This condition might be met by regularly assigning a ship to every port having a Naval Militia organization of sufficient size to justify the expense, and by either mustering out the divisions at isolated points or sending a ship to them for occasional cruises.

(h) With reference to the proposition of holding infantry drill on board ship as well as at the armory, and combining the regular force of the *Oregon* with that of the militia, it may be said that, owing to the limited deck space, it is impracticable to hold infantry drills aboard ship, but it is recommended that the regulars and the militiamen be landed together for drill ashore.

In conclusion, the board believes that the field open to the Naval Militia is a broad one, and that when they realize the Federal Government is in earnest and has their welfare at heart recruiting will be greatly stimulated.

If the system on the *Oregon* were to be followed on all ships in reserve commission that are designated for training of the Naval Militia (i. e., that each man is given a permanent battle station and drilled in that station as his paramount duty), it is believed that the greatest good to the service would be obtained by the holding of a target practice with the regular crew, under service conditions and under rules established by the Navy Department.

The present system of having the Naval Militia fire at an anchored target is artificial in every way. Furthermore, as they fire nothing larger than a 5-inch gun, they would be called into action after years of training without having any practice with the tools that they would be required to use in battle.

Sufficient time should be allowed, however, for the training before a target practice of this kind is held.

The keynote of the whole training on the *Oregon* is the fact that each man is made to realize that he has a battle station and that he must know that station to the exclusion of everything else. He is thus impressed with the fact that he has some status aboard the ship, and that by a reasonable amount of work he may accomplish the paramount duty which should be the object of every officer and man, namely, proficiency in a battle station.

If a man knows that he is actually to fire the guns at which he is drilled, he will take greater interest in his work and will be impressed with the fact that he is a part of the Navy.

CHARLES P. HUFF,

Lieutenant Commander, United States Navy, Senior Member.

JOHN A. MCGEE,

Lieutenant, Naval Militia California, Member.

WM. C. TOOZE,

Lieutenant (Junior Grade), Naval Militia California, Member.

FRANK S. M. HARRIS,

Lieutenant (Junior Grade), Naval Militia California, Member and Recorder.

U. U. S. "OREGON,"

Passage Sitka, Alaska, to San Francisco, Cal., July 25, 1916.

Recommendations approved, except that target practice be held with 3-inch guns manned by the men having their battle stations at those guns. This as practice for those men and to accustom the others to the sound of guns.

The main contention of the board is concurred in.

GEO. W. WILLIAMS,

Commander, United States Navy, Commanding U. S. S. "Oregon."

U. S. S. "OREGON,"

*Passage Seattle, Wash., to Tiburon, Cal., August 15, 1916.*From: Commanding officer, U. S. S. *Oregon*.

To: Lieut. W. A. Smead, United States Navy; Lieut. Commander A. H. Woodbine, Naval Militia of California; Lieut. G. E. Link, Naval Militia of California; Lieut. D. M. Stewart, Naval Militia of California, and Lieut. (Junior Grade) N. Taylor, Naval Militia of California.

Subject: *Oregon*—Board retraining of Naval Militia organization on board vessels of United States Navy in reserve.Reference: (a) Record of proceedings of a board convened on board the U. S. S. *Oregon*, July 25, 1916, to comment and report fully upon the present system of training for officers and men on board vessels of the United States Navy in reserve commission.

1. You are hereby appointed a board to comment upon the recommendations and suggestions made in reference (a), and to submit such additional comments and suggestions as you may deem desirable.

2. This report of the board will be submitted in quadruplicate not later than the night of August 18, 1916.

GEO. W. WILLIAMS.

U. S. S. "OREGON,"

Passage from San Francisco to San Pedro, Cal., August 17, 1916.

Board met at 9 p. m.

Present: Lieut. W. A. Smead, United States Navy; Lieut. Commander A. H. Woodbine, Naval Militia California; Lieut. G. E. Link, Naval Militia California; Lieut. D. M. Stewart, Naval Militia California; Lieut. (Junior Grade) N. Taylor, Naval Militia California.

Convening orders herewith prefixed and inclosures of above orders herewith were read and carefully discussed. Recommendations and suggestions reached are given below.

1. The board concurs in the report of the previous board. It desires to lay particular stress on the following features and recommendations in the proceedings of that board:

2. Referring to paragraph (a) of reference (c), it is strongly recommended that a ship be assigned to the Second Battalion suitable in size to conform to the system and organization for training now obtained on board the *Oregon* and that until such time as the department can provide such a ship for the Second Battalion that the *Oregon* spend a portion of its time at San Pedro, Cal., preferably during the seasons when work aboard ship in San Francisco would be handicapped by adverse weather conditions. It has been noted by officers who cruised with both the First and Second Battalions this summer that the men of the northern battalion who have had drill aboard the *Oregon* in San Francisco Harbor, and week-end cruises, showed unmistakable evidences of this additional training and it is considered that this valuable training, if it is possible to effect it, should not be denied the Second Battalion.

3. The adoption of individual record cards for officers and men is especially urged as essential to successful training of naval militiamen aboard ships of the Navy. The keeping of these cards insures the Navy's having a Navy record of each individual militiaman, and regardless of the utility of this militiaman on shore, a record of exactly what he is capable of doing aboard ship, of his amenability to discipline aboard ship, of the especial details he has had aboard ship in the past and of his adaptability or aptitude for any particular work he has undertaken aboard. The board particularly invites attention to the moral effect of these individual record cards of officers and men, not only upon the naval militiaman, but on the Navy itself. For example, on the individual record-card forms now used aboard the *Oregon*, a year's program for drills at anchor and for monthly week-end cruises might be laid out by the department, printed, and sent to all Naval Militia organizations in the United States. The board is of the opinion that the results obtained therefrom would well repay the department for detailing a chief yeoman, or even an officer, to ships doing duty with the Naval Militia, for the sole purpose of keeping these records and for standardizing them and keeping available for reference of the department and of the Federal inspector the data contained in them.

4. The board believes that the greatest handicap to the present training to the present training of the naval militiamen on board ships in reserve commis-

sion at times other than periods of regular cruising is the great distance of the armories from the ship on which the training is held. The naval militiamen can not afford to lose the time that is spent in going to the armory to get into uniform before going to the ship and in returning to the armory to shift into civilian clothing after the drill aboard ship. The ideal condition would be an armory or a storehouse on the dock closest the ship's anchorage, where the men could shift quickly into uniform before going aboard ship. It is urgently recommended that the Division of Naval Militia Affairs strongly urge upon all State officials connected with the Naval Militia the great necessity of relocating such armories as are not now near the anchorage of the ships for training naval militiamen. Under conditions that require a militiaman to spend from one to two hours getting in and out of uniform, he can hardly be expected to be very enthusiastic about the drill on board. Militiamen, like other human beings, like "action" and dislike useless work and waiting. In the meantime it is recommended that small lockers be constructed, such as have been constructed on board the *Oregon*, where militiamen can keep one suit of working whites (one suit of dungarees for engineers), so that militiamen can go aboard ship in civilian clothing, shift into working clothes and get to drill, and after the drill get home as expeditiously as possible. This is due them, particularly when they are receiving no special compensation for these voluntary drills.

5. The board recommends that in addition to the present allowed minimum complement for ships in reserve commission doing duty with the Naval Militia, the following officers be added: One lieutenant of lieutenant commander for navigation duties and navigation instruction of naval militiamen; one lieutenant of lieutenant commander for gunnery duties and for instruction of naval militiamen in gunnery; five junior lieutenants as watch and division officers, to supervise the work of Naval Militia watch officers and to instruct them in division duties.

The Naval Militia officers are particularly in need of individual instruction at all times by officers of the regular Navy who know proper procedure. This is manifestly impossible of accomplishment with only 3 commissioned officers of the Navy on board a ship with 30 militia officers, and the natural sufferers from this shortage of regular officers must necessarily be the Naval Militia officers, as the safety of the ship must necessarily be the first consideration of the regular officers attached to her. Even in cases where the Naval Militia officer is capable of taking the deck as regards actual safety of the ship, the ship must necessarily be the first consideration of the regular officers attached to her. Even in cases where the Naval Militia officer is capable of taking the deck as regards the actual safety of the ship, there are many things that he might learn as to the best practices if a regular officer of the Navy were at all times at hand to help and advise him.

6. Attention is invited to the fact that the system of training on board the *Oregon* includes drills aboard ship at anchor three nights a month and one 24-hour cruise monthly. If these drills and exercises are carefully planned and the work systematically laid out, militiamen attending them got almost double the yearly training that they would receive on the actual two weeks' summer cruises. It seems to the board that it would be consistent to pay the militiamen a limited amount when they attend these drills, at least enough to cover the incidental expenditure of their doing so. The attendance at these drills, in conjunction with the vital feature of the training on the *Oregon*—namely, that militia officers and men may come aboard at any time, day or night, regardless of whether a regular drill night or not, and receive instruction, insures a well meaning militiaman's receiving at least as much training as would be received on the regular nights. Much more could be done with this special instruction if more officers were attached to the ship.

7. It is recommended that the petty officers and men be rated from the record cards approved by the commanding officer of the vessel on which they are being trained and by the Federal inspector of the district.

8. It is recommended that the inspector-instructor detailed for Naval Militia duty be supervised by the senior officer assigned to duty on this coast, and that the training be along lines of progressive instruction to fit officers and men for the duties they are to fill aboard ship.

9. Emphasis is laid on the importance of instituting and carrying out a strict system of instruction of officers and men in discipline, particularly in the reading and receiving of orders and the execution of same.

10. The laws of the State of California now provide that commissions be filled by election by State militia organizations, and it is the opinion of this

board that as the result of such an arrangement men best qualified to be officers are not always selected, and it recommends that State Militia units make their nominations for candidates for commissions subject to the approval of a board of three; this board to be composed of one Navy officer appointed by Federal inspector and two Naval Militia officers appointed by the commanding officer of the Naval Militia of California, and that only candidates approved by this board shall be eligible for election and commissions. The retention of this commission shall be subject to the officer elected passing the Federal examination within 90 days, as laid down by the department for that grade.

11. The board urges the adoption of the report of a board convened on board the U. S. S. *Oregon* by order of the commanding officer, July 27, 1916, to determine and report and suggest improvements in the present system of Naval Militia accounting and especially urges the custody and issue of clothing and small stores by the pay officers of the Naval Militia. To that end it is recommended that a pay division be allowed and their instruction be under a regular Navy pay officer. The adoption of this plan will reduce the work of division officers to such a degree as to insure the successful carrying out of a divisional officer's duties as required by naval customs. It is believed that the present company commanders of Naval Militia divisions devote far too much time to the care of property, particularly clothing. In a company in which the clothing is kept up to the proper standard they devote as much time to this work as they do to more important features of the naval profession, while there appears to the board to be little work for the paymasters of the Naval Militia. In conjunction with an armory or storehouse near the training vessel for naval militiamen, and the consequent assistance that could be given to the naval militiamen by regulars from the ship in the care of clothing, etc., it is thought that the Naval Militia paymasters might take much work off the shoulders of the division officers by looking out for clothing and property.

12. It is believed by the board that if the system in vogue on board the *Oregon* is persisted in—that is the training of every naval militiaman at a battle station and his specializing at that station, and his being instructed in his battle station whenever he comes aboard ship and to the exclusion of other duties until he has thoroughly mastered this system—that there is created a mission for the naval militiaman. He is given something to look forward to, *i. e.*, the day when he can go into target or battle practice in the position in which he has trained. In the meantime the board recommends that target practice with 3-inch battery or small calibre guns on turret ships doing duty with the Naval Militia be discontinued and that the training of the militiaman be conducted along the logical lines to actually prepare them for battle. It may be argued in this connection that such obsolete ships as the *Orgeon* would not go into battle. Granting this it must be evident that any man who can open a 13-inch plug on the *Oregon*, train her turrets, or elevate her guns, or even steer the ship or control her fire would have little difficulty in performing similar service on a *Delaware* or a *Texas*.

13. The board desires to call attention to the tremendous possibilities of the Naval Militia and of stimulating recruiting in the Naval Militia proper by cooperation with the United States Navy. It is believed that if the department will adopt the essential features of the *Oregon* system of training as a department policy, tremendous advantages will accrue to the Navy in the form of a naval reserve, highly specialized in battle station.

W. A. SMEAD,

Lieutenant, United States Navy.

A. H. WOODBINE,

Lieutenant Commander, Naval Militia, California.

D. M. STEWART,

Lieutenant, Naval Militia, California.

G. E. LINK,

Lieutenant, Naval Militia, California.

NELSON TAYLOR,

Lieutenant (Junior Grade), Naval Militia, California.

U. S. S. "OREGON."

Passage San Francisco to San Pedro, Cal., August 17, 1916.

Approved.

GEO. W. WILLIAMS,

Commander, United States Navy, Commanding U. S. S. Oregon.

REPORTS OF OFFICERS OF THE NAVAL MILITIA OF CALIFORNIA, COMMENTING ON
THE CRUISE OF THE U. S. S. "OREGON" IN THE SUMMER OF 1916.

Lieut. Commander A. H. Woodbine, Naval Militia of California, Second Battalion.—In conformity with instructions to make a report of instruction received and knowledge gained on this cruise, I respectfully report the following:

To enumerate all that I have learned on this cruise would require a volume and a week's time to write. I have had the opportunity of gaining a close insight by observation, and in many instances by practical application of the multitudinous duties of an executive officer. If I have been in any measure successful, it is entirely due to the wise counsel and patience of the executive officer of the *Oregon*.

It is impossible to convey the appreciation of the officers and men, which includes myself, of the interest that has been taken in us by the officers and men of the *Oregon*. This without a single exception from me. Personally I have seen innumerable instances where the men of the *Oregon* have put themselves out far beyond expectations, or even intention to assist the men, and in many instances the officers, of the Naval Militia, to successfully doing the work assigned.

The forethought and volume of work necessary to bring three hundred or more men aboard a vessel with greatly reduced complement, and within a few hours have them billeted and assigned to duty, and made to feel that they were of the ship, is surprising, and if I were not present to see it accomplished would unhesitatingly say that it was impossible to accomplish.

I have learned that it is possible to be just in requiring the execution of orders and to be charitable in my judgment of those who failed to do so.

It is inconceivable to me that officers and men of the regular service should discommode themselves to the extent that has been required of them on this cruise without a feeling of resentment toward us. An experience of 18 years with the Naval Militia of this State does not equal the knowledge gained by me in the past two weeks. Every opportunity has been presented to gain knowledge and my failure to accomplish more has been limited only by the lack of hours in a day.

It is my honest opinion that this cruise has done more to foster interest in the Naval Militia service than the combined efforts of all those who have been connected with it since its conception, 25 years ago, and I am satisfied that when our opportunity again comes to cruise, every man will be anxious to come aboard.

I especially desire to speak in highest terms of the system of record cards for officers and men inaugurated by you and can forecast their universal adoption as soon as they have been brought to the attention of the proper authorities. The wisdom and forethought shown in the planning of instruction for officers and men while aboard this ship is especially gratifying, and in my judgment productive of the greatest good for the limited time we have been aboard.

The messing and feeding of the crew is all that could be expected and in a large measure is responsible for the enthusiasm displayed by the Naval Militia. The very fact that they were brought aboard and made to feel that for the time being at least they were a part of the ship's company adds to the many successes enumerated above.

As I leave this ship I do so with a higher regard for the naval profession and more serious knowledge of its many requirements and a keen desire to at the first opportunity add to the small measure of knowledge gained. The wise counsel of the executive officer has fitted me to more efficiently fulfill my duties as battalion commander.

To the enlisted men of the executive officer's office I desire to especially express my thanks and appreciation, as it is through their kindly cooperation I have learned many of the details connected with the duties of an executive officer.

In conclusion please accept my most sincere appreciation of all that has been done by yourself and the officers of the *Oregon*.

Surg. Thomas B. W. Leland, Naval Militia Corps, brigade staff.—Besides the actual practice of the routine as laid down in Regulations and Instructions for Medical Officers aboard ship I have had much opportunity and have been encouraged by the regular officers in command to study the regulations and instructions as outlined in General Order No. 150, and to observe the practical working of these orders, why they are necessary, and the practical and excellent results obtained when carried out and backed up by thorough discipline.

Have profited by the kindly, yet firm insistence of the executive officer on the strict observance of naval customs. Criticism was made as quickly as opportunity offered after the observance of the violation, so that immediate benefit could be had instead of waiting until the end of the cruise.

Have learned the necessity for order and discipline in the smallest detail in the ship's organization.

Have observed the necessity for careful attention to and prompt treatment of apparently trivial injuries or complaints of the men which on account of the unusual environment aboard ship may much more readily assume grave aspects than would affections of a similar degree on shore.

Have had the opportunity to assist in a survey of the physical condition of 317 naval militiamen.

A claims agent of one of our great transportation companies, in speaking on the question of safety devices, has aptly said, "The most important factor in the prevention of accidents, to my mind, is an experienced and careful employing agent." So in the recruiting of men to work in the particular environment aboard ship a careful and experienced medical examiner at a recruiting station can do much to lessen the sick roll and add to the working efficiency of a crew.

Opportunity was also offered to lecture to the different divisions, not only on first aid, resuscitation of the apparently drowned, etc., as ordinarily required, but also on the interdependence of sanitary regulations and fire prevention. Here the violations of apparently trivial and unimportant regulations may lead to grave results concerning the life of the individual either from disease or from fire.

The importance and result of the training obtained aboard ship in habits of carefulness, cleanliness, attention to detail, observance of discipline, etc., and the effect as observed in the life of a man-of-warsman in other environments.

The necessity for cleanliness of body and clothing, sufficient and proper clothing, danger from resting or sleeping in damp or wet clothing.

Danger in resting or sleeping men who lay in dark nooks or on decks or passageways between decks from germs, draughts, etc. Each man to constitute himself a sanitary officer.

Each man to adopt the rule of multiplying his infraction by the total number of the crew and to picture the result. These were some of the items sought to be impressed in talks to the men.

Have learned from our executive officer that an unlimited capacity for work performed cheerfully at all times and with a kindly, manly manner to all is compatible with the strictest discipline.

Have been connected with the Naval Militia for many years, both as line officer and staff. Have worked under the early armory plan, the outright loaned, ship plan, and the present plan, and I believe that as carried out by Capt. Williams there can be no question as to the great superiority of the present over the preceding.

Much more might be said in regard to work accomplished perhaps of a more important nature than I have attempted hurriedly to outline while laboring under the excitement of a coaling-ship contest. As one of the boys remarked to me, "This is some workshop." It has been a workshop withal instructive and pleasant.

I have had occasion to observe that a true test of discipline is for me to require the greatest capacity for work under the strictest discipline and yet retain the love and respect of those performing the work.

I feel that every officer and man of the Naval Militia Corps believes that he has had the most profitable and pleasant cruise of his Naval Militia career and will leave the ship enthused, to continue the work of loyal service to his country.

Lieut. J. H. Willey, California Naval Militia, first battalion.—The cruises of the California Naval Militia just completed are, I believe, the best, most instructive, and satisfactory cruises ever had.

The men are better satisfied and have learned much more than on any previous cruise. This is practically entirely due to the able administration of affairs by Capt. Williams and the other officers and men of the ship.

In building up an organization, a unit division of the Naval Militia, it is most essential that the men are treated fairly, and at the beginning of the Sitka cruise I did as on all previous cruises—looked out for the comfort and satisfaction of my men and went out among their mess tables at each meal to see just what the men had to eat and how it was cooked and served.

I found their food so good, wholesome, and clean that after the second day I discontinued the practice and worried no more about the men's food, as here was a commissary department and a chief master-at-arms who thoroughly

understood conditions and what was necessary to make a "happy ship" with militiamen aboard.

The ship's officers fully understand the primary requisites of a successful cruise, especially as regards the satisfaction of the men.

Good food, a good understanding of the advance program, liberty, etc., by means of advanced orders, so that the men know what to expect, and plenty of work and instruction.

The Naval Militia officers had opportunities to learn more than ever before, and during the two cruises I have secured a very good understanding of how to work dead reckoning, time sight, meridian altitude, azimuths of the sun, reduction to meridian, piloting, summer lines, Marc St. Hilaire methods, also have received instruction and practice in sea routine, watch officer's duties, chart work, and naval customs of the service.

Was assigned to duties as follows: Watch officer's duties on cruise from San Francisco to Portland and return, June 2 to 19, inclusive; assistant navigator with first battalion cruise, San Francisco to Sitka, Alaska, took deck during quarters, and stood officer of the deck watch while coaling ship; assistant navigator with second battalion cruise, from San Pedro to Seattle and return, took deck at quarters every morning and stood deck watches until 11.30 a. m.; officer of the deck while coaling ship; junior officer of the deck from San Francisco to San Pedro and from San Pedro to San Francisco.

Without question these are the best cruises for both myself and my men that we have ever participated in, and I can not but feel that this is due entirely and completely to the naval officers in charge of these cruises.

Lieut. (Junior Grade) Morgan Adams, California Naval Militia, second battalion.—Reported on board July 31, 1916, at 2.30 p. m.; have devoted my time almost exclusively to the study and practice of navigation. Have spent an average of 10 hours daily on the bridge and practice and study, one hour and a half in the class and one hour in instruction. Have fairly well covered piloting, dead reckoning, time, and the Nautical Almanac (with the exception of Sidney time), meridian altitude, exmeridian altitude, time sight for longitude, azimuth for compass error, the summer line and Marc St. Hilaire for two or more lines opposition, using the sun as the observed body. Have not taken up in detail the compass error and its connections nor moon or star sights. I consider this opportunity for uninterrupted work complied with all the physical paraphernalia necessary to its consummation, and the opportunity to ask without embarrassment questions at any time from those officers of the ship who may be nearest at hand any needed information or invaluable experience. I feel that I have knitted together into a very substantial groundwork for further study years of haphazard work on study of the above subjects. I have specialized entirely on navigation, and do not see how better facilities for my work could have been afforded me.

I feel that a cruise of this sort, under the careful surveillance of trained officers of the Regular Navy helps to build up the general organizations as perhaps nothing else might. The Los Angeles division, through the lack of a training ship until very recently, and even now through the lack of State funds for the transportation and subsistence of men to and from the ship located at San Pedro, are lacking in actual sea experience and sea discipline. Such experience surely can only be gained on a ship run in systematic manner, such as the present cruise. If it were possible for the second battalion to have more frequent training under the supervision and instruction on board ship of experienced officers of the Regular Navy I feel that the entire organization would be vastly benefited.

This instruction could best be given on board a ship of sufficient size to permit of systematic drills and evolutions.

It should be made obligatory for each division to make a week-end cruise not less than once a month.

I wish to say that I consider the present cruise a model of organization, showing a systematic preparation for naval and military organizations, and I think this installation of system the main need to-day. I have stood watch and junior officer of the deck during quarters daily, and two watches as officer of the deck during coaling.

Ensign H. K. Koebig, Naval Militia of California, Second Battalion.—With the eighth division, Naval Militia of California, I reported abroad August 5, 1916, and was immediately shown my quarters and instructed in the details assigned me. These details consisted of junior officer of the second watch and also junior officer of the fifth ship's division. In addition to the above, I was detailed as athletic officer.

August 10 I was transferred to the first ship's division, they having no junior officer, and on the 13th I was made mate of the orlop deck. This in addition to my other duties.

It seemed to me that every moment had its lesson or revealed information before unknown. At every hand the experience, opportunity, and material lay waiting, and by absorption and observation, actual manipulation and practice, I learned a vast multitude of things that would be difficult to recall and record.

Each day a concise program was issued outlining the day's drills, evolutions, classes, etc., for both men and officers. I attended all classes and lectures for officers and as many of those for the enlisted men as my duties permitted.

I went on watch both at sea and in port, standing watch one in five. At these times, as junior watch officer, I accompanied the senior watch officer and learned the practical application of the knowledge obtained ashore. Gradually the burden and responsibility of the watch, the routine, the order, etc., were transferred, till finally all but the more involved and important details were carried out by myself, unassisted by the senior watch officer.

The divisional duties were much the same as those practiced ashore, but here, too many little unaccountable experiences were gained by the cooperation of the ship's regular officers and men.

Hardly a drill or maneuver was held but what some patient officer or man of the *Oregon* was at hand to perfect the details. Thus both men and officers were taught all of their duties, their stations, and how to get the best results.

Navigational instruction, held afternoons and evenings, was always attended, and much ground was covered. In this connection, would say that by ferreting out my snags alone, I felt more benefitted than by attending special periods of instruction held by Naval Militia officers. On many occasions I assisted other officers not so conversant with mathematics in some of the simpler problems, such as dead reckoning and meridian altitudes, etc., my records showing about 11 hours of this sort of instruction rendered.

I stood exactly 19 watches at sea and in port, learned how to adjust and read a sextant, how to take observations of sun, moon, and stars. I worked out and handed in each day the day's work, including dead reckoning, time sight for longitude and meridian altitude for latitude. Learned how to check and determine errors of compass and how to swing ship for deviation curve.

For the many drills and incidents of note I herewith outline a synopsis of my personal diary for the cruise:

August 5: Reported aboard. Stood first watch.

August 6: Stood by and observed unmooring. Underway. Held hammock inspection. Stood second dog watch.

August 7: Stood forenoon watch. Took deep-sea soundings. Instruction in fire and collision quarters, both drills held. Instruction by Lieut. Smead in dead reckoning.

August 8: Stood midwatch. Made rounds each watch with gunner's mate on watch, boatswain's mate on watch, carpenter's mate on watch, and electrician on watch. Held battery drill. Held bag inspection. School in dead reckoning and meridian altitude. Attended lecture by chief master-at-arms of ship which was particularly instructive and good. Drilled stations for abandon ship. Stood second dog watch. Fire drill at 8.15 p. m.

August 9: Accompanied Chief Gunner Ronan through all powder and projectile magazines. Stood afternoon watch. School in time sight for longitude.

August 10: Stood morning watch. Transferred to first division. Entered Port Angeles. Held abandon-ship drill. Drilled four boats' crews under oars. Stood evening watch.

August 11: Underway for Seattle. Inspected and checked liberty party.

August 12: Stood forenoon watch.

August 13: Stood midwatch. Underway for California City. Allowed baseball as athletic feature, officers and men playing at stated hours. Made mate of orlop deck in addition to watch and other duties.

August 14: Battery drill. Stood afternoon watch. School by Capt. Williams. Additional instruction on bridge by Capt. Williams in use of azimuths.

August 15: Stood morning watch. Took trick at wheel for hour. Drilled at general quarters. Class by Capt. Williams in Summer lines and lines of position. Lecture by Mr. Smead on coaling ship. General alarm, battle practice, at 8.30 p. m. Stood first watch.

August 16: Assigned and detailed all men of ship's first division for coaling ship and explained duties. Anchored off California City coaling Station. Rigged ship for coaling.

August 17: Coaled ship. Oversaw work and directed men shoveling and dumping. Underway for San Pedro. Stood first dog watch. Class by Capt. Williams in the trigonometrical functions of a triangle.

August 18: Stood forenoon watch. Filed day. Detailed as recorder of three summary courts-martial. Lecture by Capt. Williams on compass errors, deviation, variation, corrections therefor, and methods of compensating these errors. How to swing ship.

August 19: Stood midwatch. Swung ship. Detailed as timekeeper on steering compass. Man overboard drill. Inspected men of eighth division, Naval Militia of California, for disembarking.

OUTLINE OF LECTURES IN FIRST AID.

I. Wounds in general:

- (a) Classification.
- (b) How produced.
- (c) Symptoms.
- (d) Treatment.
 - 1. Clean wounds.
 - 2. Infected wounds.
 - 3. Methods of dressing.

II. Dangers of infection in wounds.

III. Treatment of gunshot wounds.

IV. First-aid packet:

- (a) Contents.
- (b) Method of application.

V. Hemorrhage:

- (a) Varieties.
- (b) Causes.
- (c) Symptoms.
- (d) Methods of control.
 - 1. Elevation.
 - 2. Direct pressure.
 - 3. Pressure of vessels in continuity.
 - 4. Use of tourniquets.

VI. Fractures:

- (a) Varieties.
- (b) Causes.
- (c) Symptoms.
- (d) Treatment:
 - 1. Preventions of further injury.
 - 2. Application of splints.
 - 3. Transportation.
 - 4. Improvised splints.

VII. Wounded person's care of himself.

VIII. Burns:

- (a) Classification.
- (b) Treatment given only to engineer's division.

It may interest you to know just how wounds are classified. We have divided them into the following types: Incised, punctured, contused, lacerated.

Incised wounds are those in which the edges are clean cut and sharply defined. They are produced usually by sharp instruments, although there are exceptions to this. Bleeding is as a rule profuse, and gauzing depends on situation and length of the wound.

Punctured wounds are deep and narrow and are produced by any blunt or sharp-pointed instrument from a needle to a sword. The danger from these wounds depends on the fact that the deeper structures are exposed. They are also likely to produce tetanus, or lockjaw.

Contused wounds are lesions of the deep tissues without any break in the skin. They are generally the result of some blunt force. There is always considerable discoloration of the skin due to an exudation of blood.

Lacerated wounds are those in which the edges are torn irregularly and are produced by a crushing or tearing force. Bleeding is trivial, but shock is extensive.

The system of wounds in general, aside from those mentioned above, are pain, hemorrhage, gapping of the edges, loss of function, and shock.

The treatment in case the wound is clean is simple. Avoid introducing any infection, secure rest, stop hemorrhage by compresses of gauze wrung out in hot water or salt solution; protect by a clear or preferably a sterile bandage. If infection is feared apply tincture of iodine if it is at hand. In case the wound is an open one carefully avoid excessive handling. Apply tincture of iodine, elevate the part, bandage lightly with gauze soaked in cooled boiled water, and be sure that the dressing does not interfere with draining of pus.

In dressing a wound scrub the hands vigorously, paying particular attention to the nails. If possible, soak them in an antiseptic solution; if not, rinse them in boiled water. See that dressings are sterile and clean as far as is practicable. They may be made so by boiling them in water or else baking them in an oven.

I can not impress upon you too strongly the danger that arises from an infected wound. There is a possibility of gangrene setting in and, worst of all and hardest to combat, we may have develop what is ordinarily called blood poisoning, a condition in which the germs are absorbed into the system from the wound. Then, too, there is always considerable scarring in infected wounds, and pain is always more severe. There may arise also what is known as pyemia in which abscesses develop all over the body both internally and externally. Another danger is sinus formation, necessitating operation at a later date. It therefore behooves you to be very careful in handling and dressing wounds.

Gunshot wounds form a distinct class in themselves. As a purely emergency measure in the treatment of this type of injury do not attempt to do anything but apply the first-aid dressing. In other words, leave the wound alone and do not attempt to disinfect or wash it. The danger of introducing infection is greater than the damaging effects of the bullet or shell. Do not remove dried blood clots or scabs from the wound, as to do so may cause a recurrence of bleeding. Of course, hemorrhage should be controlled by methods to be given later. Other measures than these can be undertaken by the medical officer, but the impression that I wish to leave with you is that the very best and most scientific treatment that you can pursue is to apply the first-aid dressing, stop the bleeding, and leave the wound to nature.

This brings me to the first-aid packet. It contains a small compress made of cotton gauze which has been sterilized by boiling and then dried at a high temperature and wrapped in water-tight paper. This is designed to cover wounds from small arms. It also contains a larger dressing made of the same material. This is to be used for shell wounds or wounds from shrapnel. In applying one of these dressings first open the packet and remove the compress. Unfold each one separately. Be careful that the surface to be applied to the wound is not touched by anything, not even the fingers.

There are a number of varieties of hemorrhage: Arterial, in which the blood spurts in jets or flows freely (such hemorrhage is usually extensive and the blood is bright red); venous, which is not so extensive, flows steadily and is dark red; capillary, which is simply an oozing of bright, red blood. There are other types, but they are unimportant from our standpoint.

The symptoms of hemorrhage are a rapid, feeble pulse; cold, clammy skin; increased respiration; pallor of skin and mucous membrane, especially the lips; ringing in the ears; collapse.

I will only give you a few simple methods of control: Elevation alone may stop a hemorrhage and is especially applicable in bleeding from the legs or arms. It is purely a mechanical principle—the heart will not have the force to pump up hill, as it were. Direct compression is to be always thought of. Go right into the wound if the hemorrhage is severe, without attempting to disinfect the hands, and press the vessel with the thumb. This is only an emergency measure, and is only to be done in case a life is at stake. Under no circumstances ever place a dirty hand into a wound. One can control hemorrhage by compression of vessels in continuity, and he need only know the location of a few in order to do it. These vessels are the fractal, femoral, external carotid, temporal, and facial. (Their course was demonstrated in a subject and class was shown how to compress the vessels so as to obliterate the pulse.) One of the easiest as well as the quickest ways of controlling bleeding is by the use of the tourniquet, although it is very dangerous in the hands of a novice. To apply a tourniquet grasp a section of the tube long enough to go around bleeding part and stretch it. While stretched apply it to front and wind it over and over until only enough is left to secure it, using two round turns to hold it in place. Never leave a tourniquet on for more than two hours, as to do so may cause gangrene.

Fractures are of two kinds—simple, in which the bones are alone broken, and compound, in which an external wound communicating with the break exists. The causes are direct violence, indirect violence, and muscular action.

The symptoms are pain, swelling, deformity, loss of function, abnormal mobility, and a grating effect when ends of bones move against each other.

In the treatment of fracture attend to patient on spot where injury occurred. Do not touch the limb, except for purpose of making diagnosis, until all splints and bandages are ready. Handle the injured part with extreme gentleness. Ordinarily, two persons are required to apply a splint. One makes haste and quietly lifts the injured part, pulling steadily in line of axis of the bone. He does this with one hand and places the other hand underneath the fracture to support it. The second person applies the splints in position by tying bandages about them. All splints should be padded before application and the part elevated. Do not remove a person until bones have been splinted, and transport on a stretcher, if possible. Anything may be used as a splint in case it is necessary—broom handles, stockings filled with sand, pieces of wood, shrubs, rifles, bayonets.

As to wounded persons, care of himself in case he has a fracture or suspects that he has, he should lie down carefully and try to place the bone in the proper place. Do not attempt to walk under any circumstances. In case of wounds apply first-aid dressing, compress the bleeding vessels in the wound through the dressing, elevate the part, and loosen constriction. Lie down and remain quiet and be patient in waiting for dressings and for treatment.



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